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## American Railroad Journal.

New York, Saturday, February 22, 1868.

### Bridge over the Great Miami.

The building of the iron bridge over the Great Miami, on the Ohio and Mississippi Railroad, is considered a rapid feat in railroad construction. This structure required the driving of three thousand piles, the laying of 6,200 cubic yards of masonry, the dredging of four difficult foundations in a quicksand, and the construction and erection of 630 feet of iron bridge, in three spans, and weighing 1,100,000 pounds. The first train crossed on the 15th of December last—just 120 days from the time the first pile was driven, and *nine days and four hours* from the time the last stone was put in place. The work was carried on night and day, and telegraphic communication kept up throughout the whole of the basin drained by the Miami, so that all storms were prepared for, hours before they or their effects reached the bridge site. The stone for the mason work, which is all first class ashlar, was quarried fifty-two miles from the bridge. The truss is the iron Fink truss, and consists of three spans 210 feet each. The masonry and foundations were carried on under the personal direction of Messrs. T. D. Lovett and

J. W. Conlogue, the Chief Engineer and Superintendent of the railway, and the construction and erection of the truss under Mr. Frederick H. Smith, Superintendent for Messrs. Smith & Latrobe, of Baltimore, contractors for the superstructure.

### Boston and Albany Railroad.

At the annual meeting of the stockholders of this company held in Boston on the 12th inst., the following gentlemen were chosen directors for the ensuing year: Chester W. Chapin, of Springfield; Daniel Denny, of Boston; Josiah Stickney, of Watertown; Ignatius Sargent, of Brookline; Ginery Twichell, of Brookline; D. Waldo Lincoln, of Worcester; William Claffin, of Newton; James D. Colt, of Pittsfield. It was voted that the annual meeting of the company should be held on the second Wednesday of February in each year, in Boston. A new by-law was adopted to the effect that the by-laws shall not be altered or amended, unless notice of the alteration or amendment be inserted in the call for the meeting. The President stated that the business of the company in the two months that have elapsed since its organization, had been satisfactory and encouraging.

### Rondout and Oswego Railroad.

This road will be 100 miles in length, extending from Rondout on the Hudson River to Colliersville, where the Albany and Susquehanna Railroad is crossed; adjoining this and extending to the vicinity of Cooperstown, a distance of 16 miles, the road is to be built by the Susquehanna Valley Railroad Company, and is now under contract; and from Cooperstown to Utica, 24 miles, the Utica, Chenango and Susquehanna Company cover the ground; of this latter road some 20 miles were opened last fall. The entire length of new road between Rondout and Utica will therefore be 140 miles. From Utica to Rome, the New York Central Railroad is to be used, a distance of 15 miles; from Rome to Richland the Rome and Watertown Railroad is to be used, a distance of 42 miles; from Richland to Oswego the Oswego and Rome Railroad is to be used, a distance of 29 miles; The total distance from Rondout to Oswego being 226 miles.

Of the Rondout and Oswego Railroad there is

now located 73 miles, extending from Rondout on the Hudson river to Stamford, a town at the head of the west branch of the Delaware river. The road ascends from the valley of the Hudson to the table lands, then crosses the country until it reaches the valley of the Esopus creek, which it follows to its head; then crossing over a spur of the Catskill Mountains it reaches the East Branch of the Delaware river, near Margarettsville, which it follows to its head near Moresville; thence follows the valley of the Bearkill, a tributary of Schoharie creek, until it reaches Stamford.

On the eastern division, comprising the first 26 miles, the curves are mostly light—the smallest radius being 819 feet. On the mountain division, 22 miles in length, the smallest radius is 600 feet. On the Delaware division there is one curve of 675 feet radius—the radii of the others being over 1,000 feet.

The grade from the Hudson River to the table lands is 100 feet per mile. Crossing the Catskill Mountains it is 90 feet per mile for 10 miles ascending, and 80 feet per mile descending for 61 miles. Ascending the Bearkill to Stamford the grade is 58 feet per mile for 5 miles. With these exceptions the grades are all under 40 feet per mile going west, and 26 feet per mile going east.

On the Mountain division there are several heavy pieces of work; a tunnel of 1,600 feet through Rose Hill; an embankment at the Smith Bushkill of 65 feet greatest height, and 125,000 cubic yards content; a rock cut at Mill brook of 50,000 cubic yards; an embankment at Birch creek 100 feet greatest height and 700 feet in length, containing 230,000 cubic yards.

On Delaware division the work is light, the estimated cost of grading and masonry on first sixteen miles being less than \$6,000 per mile.

The estimated average cost per mile of the Eastern Division is \$40,000; Mountain Division, \$50,000; Delaware Division, \$25,000.

The contract of the Eastern Division was awarded to Collins Bros. & McFadden of Philadelphia, who are now working a force of 200 men, which force is to be greatly increased when spring opens. The company now propose to place the whole of the 73 miles under contract during the next summer.

**Philadelphia, Wilmington and Baltimore Railroad.**

The earnings of this road for the years ending October 31, 1866 and 1867, were as follows:

	1866.	1867.
From passengers ...	\$1,685,315 98	\$1,508,297 62
" frgt. & express .....	720,554 90	818,511 77
" rents .....	7,728 10	9,482 87
" mail .....	39,712 52	39,867 29
" miscellaneous..	17,847 14	61,571 57
	<b>\$2,470,958 64</b>	<b>\$2,482,531 12</b>
Add earnings of New Castle and Frenchtown line.....	55,875 15	74,269 73
Total of both roads..	<b>\$2,526,833 79</b>	<b>\$2,506,800 85</b>
Expenses, viz:		
Repairs of road .....	\$115,133 06	\$314,889 43
" bridges ...	45,898 70	28,982 26
" engines .....	127,502 79	109,827 96
" cars.....	78,938 99	219,163 98
" buildings..	60,481 68	105,046 42
Passenger department	252,822 72	243,808 80
Freight department ..	139,981 87	159,839 06
Susquehanna Ferry ..	49,930 68	12,618 89
Fuel for locomotives..	121,485 68	90,703 92
Oil, waste, etc.....	38,265 51	32,690 83
Taxes and insurance..	110,645 43	70,934 77
Salaries .....	54,414 94	49,823 84
Tools .....	35,913 32	14,314 84
Switch, watchmen, etc.	47,354 53	48,517 52
Telegraph .....	16,751 88	4,803 92
Rents and repairs....	9,920 53	9,794 84
Law.....	13,866 43	8,898 93
Loss and damage ....	10,002 31	10,283 90
Office expenses, etc...	11,619 59	6,861 72
Operating New Castle and Frenchtown line, including taxes and bonus to State of Delaware and New Castle County.....	45,975 87	60,975 65
Less in operating Delaware Railroad .....	34,603 95	.....
New work.....	77,450 55	.....
	<b>\$1,493,851 01</b>	<b>\$1,602,776 48</b>
Earnings less exp...\$1,032,982 78		\$904,024 37
Interest on bonded debt, ground rents, etc., less interest received.....	51,187 51	126,513 67
	<b>\$981,795 27</b>	<b>\$777,510 70</b>
Add gain from Delaware Railroad...	12,907 35	
Balance .....		<b>\$790,418 05</b>
Add balance to credit of revenue November 1, 1866.....	1,234,694 10	
Total.....		<b>\$2,025,112 15</b>
From which deduct—		
Dividend, Jan. 1, 1867, 5 per cent. and U. S. tax.....	\$474,936 84	
Dividend July 1, 1867, 4 per cent. and U. S. tax .....	381,402 10	
		<b>856,338 94</b>
Leaving .....		<b>\$1,168,773 21</b>
Add for difference in value of heavy rails laid on Delaware R. R. in 1864 and 1865, in place of light rails re-rolled .....		9,795 00
		<b>\$1,178,568 21</b>
Deduct for probable depreciation of assets caused by doubtful value of sundry accounts which have been standing over four years ...		90,000 00
Balance to credit of revenue November 1, 1867 .....		<b>\$1,088,568 21</b>
The company have 59 locomotives, (15 of which		

are in use on the New Castle and Wilmington, New Castle and Frenchtown, Delaware, and Eastern Shore Railroads; ) miles run by locomotives, 392,376. The President in his report says:

The passenger business was smaller by more than ten per cent. than that of last year; but so soon as business at the South revives, a considerable increase of passenger receipts may reasonably be expected.

The freight and express receipts were larger by more than thirteen per cent. than the receipts from the same sources in 1866, and the increase was principally in local freight traffic.

The gross earnings from all sources, as compared with those of the preceding year, are the smaller by about twenty thousand dollars.

The operating expenses were larger than they were in the year preceding, by more than fourteen per cent. Nearly the whole of this excess is found in the item "Repairs of Road." These repairs have been made in the most thorough manner. A large quantity of ballast has been distributed, and new rails of steel or of iron have been extensively substituted for worn iron rails. The track has been left in such a condition as to render a smaller outlay necessary in 1868; although the policy adopted, of laying some steel rails every year, will for some years swell the cost of the repairs of track. Our experience after more than three years use of steel rails proves that true economy demands their substitution for iron, as rapidly as the receipts of the road will allow.

The Susquehanna Bridge proves to be as great a benefit as was anticipated, and has been in use without interruption during the year 1867. The successful resistance of its piers to ice and flood, in so exposed a situation, reflects great credit upon the engineering skill of Geo. A. Parker, Esq., who designed and constructed this great work. In a letter written about the 1st of December, 1867, by the consulting engineer, Benj. H. Latrobe, Esq., immediately after a thorough personal investigation, that distinguished engineer remarks: "The safe passage of the most exposed piers, through three winters, encourages the conviction that the bridge will safely withstand the danger from ice, heretofore regarded as the most serious which a bridge at the mouth of the Susquehanna would encounter"—"and that no injury to the bridge need be feared unless from wind-storms of unprecedented violence."

The Delaware Railroad business resulted in a small direct profit; and, inasmuch as several branch roads which must prove valuable feeders to that road, are in various stages of completion: it is believed that henceforth the Philadelphia, Wilmington and Baltimore Railroad Company will annually derive a direct profit from the lease of the Delaware road.

The Chester Creek Railroad is under contract to be finished in 1868; and its grading is being vigorously pushed. That road will connect the Eastern terminus of the Philadelphia and Baltimore Central Railroad, with the Philadelphia, Wilmington and Baltimore Railroad, at Chester. The Philadelphia and Baltimore Central Railroad is under contract and nearly completed so far as the Susquehanna River, where, by the means of the Columbia and Port Deposit Railroad, now in process of construction, a connection will be opened with the Philadelphia, Wilmington and Baltimore Railroad Company's Port Deposit Branch Railroad, and an outlet for all traffic leaving the Philadelphia and Baltimore Central Railroad both for the East and the West, will be found by way of the Philadelphia, Wilmington and Baltimore Railroad.

During the year, bonds to the amount of \$415,000, payable in 1887, have been sold; and the proceeds applied towards payment of cost of constructing the Susquehanna Bridge and Port Deposit Branch. This series of bonds was limited by vote of the Board to \$500,000, and it is believed that no further loan will be required, until the few miles still unfinished in the second track be completed, or some other work of "construction" be undertaken.

**CONDENSED BALANCE SHEET.**

Railroad.....	\$8,090,585 35
Second track.....	859,195 19
Susquehanna Bridge.....	1,466,091 72
Port Deposit Branch Railroad.....	211,471 10
Tramway, Washington Avenue ....	15,378 84
Terminus on the Delaware.....	76,400 06
	<b>\$10,290,072 26</b>
Stock owned by the company ....	744,425 00
Real estate.....	168,684 37
	<b>\$11,132,181 63</b>
Assets:	
Stocks, etc., at cost....	\$554,234 21
Agents balances.....	54,680 16
Sundry accounts.....	195,631 65
Other roads and lines..	102,098 53
Transp. of troops, etc.	51,759 24
Bills receivable .....	4,293 08
Post office department	15,800 14
Materials on hand, including wood lands.	171,248 13
Cash.....	34,824 44
	<b>1,184,569 53</b>
Advances to roads leased by the company .....	150,347 95
	<b>\$12,467,099 16</b>
Capital stock.....	\$9,058,300 00
Mortgage loan (convertible) July 1, 1864 .....	410,000 00
Bonds, April 1, 1871 .....	\$600,000
Bonds, April 1, 1876 .....	400,000
Bonds, April 1, 1887 .....	415,000
	<b>1,415,000 00</b>
Mortgage on real estate .....	9,000 00
Ground rents.....	20,000 00
	<b>\$10,913,300 00</b>
Current liabilities:	
Dividends unclaimed...	\$2,133 50
Interest unclaimed .....	24,094 50
Real estate, waiting order of Court.....	17,500 00
Sundry accounts.....	356,858 66
Other roads and lines..	8,064 33
Interest—balance accrued to Oct. 31, 1867	19,671 58
Delaware R.R. lease, interest from July 1, to Oct. 31, 1867 .....	31,013 09
Treasurer, the N. C. & F. Turnpike & R.R. Co..	5,895 29
	<b>465,230 95</b>
Balance to credit of revenue November 1, 1867.....	1,083,568 21
	<b>\$12,467,099 16</b>
President.—ISAAC HINCKLEY.	
Directors.—Samuel M. Felton, Samuel Welsh, William Sellers, John A. Duncan, Jesse Lane, Joseph Brinckhurst, Frederick A. Curtis, J. I. Cohen, Jr., Thomas Kelso, Columbus O'Donnell, Thomas Donaldson, Jacob Tome and Nathaniel Thayer.	
Secretary and Treasurer.—ALFRED HORNER.	
Superintendent.—H. F. KENNEY.	
European and North American Railway.	
The Augusta, Me., correspondent of the Boston Journal, writing under date of February 14, 1868, says: "All the controversies affecting this company have been amicably adjusted, at a hearing before the Legislative Railroad Committee, and a bill has been reported that extends the time for completing the line to Lincoln; consolidates in view of the loan of \$1,000,000 by the city of Bangor, in lieu of previous grants, and grants the fee of the public lands lying on the Penobscot and St. Johns waters, amounting to three-fourths of a million of acres. The loan act is more liberal in its terms than the previous ones as to time of	



payment. Since the adjustment, the Bangor subscription of \$300,000, the payment of which some refused, on account of the controversy in the board, will be paid without a doubt. Col. George H. Pierce, the contractor, retires from the contract, and the stockholders outside of Bangor sell their stock, so that the outside contractors, and others in Bangor, come into full possession of the line on the 3d of March next. The payment of the Massachusetts debt due on the lands will probably be waived by the State, in which event the company will issue \$2,500,000 worth of land bonds, which will sell in the large markets of the country, or in England, and secure the completion of the line. The work is in progress at both ends, although the largest piece is in New Brunswick."

#### Eastern (Mass.) Railroad.

The receipts of this company for the fiscal years ending November 30, 1866 and 1867, have been as follows:

	1866.	1867.
From passengers...	\$1,009,563 04	\$957,833 54
" freight .....	346,936 37	348,844 53
" parcel post and car .....	28,743 64	32,496 39
" extra baggage .....	959 24	1,247 47
" U. S. mail ....	9,824 00	10,934 73
" miscellaneous..	6,628 86	42,950 62
" property acct's ..	19,512 20	22,739 40
" P., S. & P. R. R. surplus .....		30,000 00
	\$1,422,167 35	\$1,447,046 68

#### Expenditures, viz:

Maintenance of way...	\$197,843 12	\$201,402 30
Locomotive power...	165,729 99	146,889 21
Fuel .....	133,804 50	118,282 71
Traffic expenses .....	260,293 85	242,871 44
Station expenses .....	121,002 12	119,959 89
Mail expenses .....	1,614 29	1,121 39
Office establishment...	36,329 52	41,356 98
Insurance and taxes ..	24,621 41	26,317 29
U. S. tax .....	31,805 67	24,215 05
	\$973,044 47	\$922,416 26

Balance.....	\$449,122 88	\$524,630 42
Rent of B. & M. R. R..	\$3,215 04	\$3,215 04
Int. paid and accrued..	118,527 80	124,563 70

Total rent and interest.	\$121,742 84	\$127,778 74
Net income.....	\$327,380 04	\$306,851 68
Balance December 1, 1866 .....		201,586 11
Premium on shares sold and taxes refunded .....		32,392 76
Property accounts.....		94,599 21

Total receipts.....\$725,430 76

#### Payments during the year—

East Boston wharf .....	\$830 50
Legal expenses.....	16,214 38
U. S. tax on repairs, and stamps .....	3,827 69
Exchange and premium on gold, etc. ....	11,559 45
Gravel pit at Rowley .....	200 00
Damages to freight.....	3,579 28
Loss in operating South Reading road .....	8,852 49
Tax to State of Massachusetts.....	53,022 42
Dividends January and July, 1867.....	325,784 00
U. S. tax on dividends.....	17,146 32
Rail iron.....	34,985 37
Balance to new account.....	249,428 71

Total, as above.....\$725,430 76

Compared with 1866, the gross earnings of 1867 show an increase of \$24,879 33; with a decrease in expenses of \$50,628 21—making the increase in net earnings, \$75,507 54. The net income, after payments of rent and interest, is \$69,471 64 greater.

The taxes paid by this company in 1866 and 1867, compare as follows:

	1866.	1867.
United States taxes....	\$59,934 38	\$41,361 57
State of Massachusetts..	40,782 39	53,022 42
" New Hampshire .....	9,174 25	9,703 03
Town and city taxes...	9,347 16	11,012 26

Totals.....\$119,238 18 \$115,099 28

If to this sum be added the amount paid on materials and on cars and engines manufactured, it will considerably exceed three per cent. on the entire capital of the company. "It may be questioned," says the report, "whether any business can be prosecuted with success permanently under such a weight of taxation. Not that railroads are likely to be taxed out of existence; although the building of new ones may be checked, and the business of some localities remain undeveloped; but the burden must ultimately fall upon the internal traffic and travel of the country, in the form of increased rates of fares and freights."

The principal extraordinary expenditures in 1866, part of which are properly chargeable to capital account, are as follows:

New engines and cars .....	\$202,078 12
Machine shop and machinery .....	49,238 43
Land and improvements.....	53,841 38
New railroad and bridges at Newburyport.....	145,671 05
Rebuilding Boston bridge .....	17,035 51
Rail iron.....	12,323 53
Loan to South Reading R. R.....	10,656 94
	\$490,347 96

There were laid down in that year 1,200 tons of new iron and 600 tons of welded rails, and about 30,000 sleepers. Upwards of a mile of new side track was built, besides large ordinary repairs on the road bed. There were purchased 6 new engines, 4 were entirely rebuilt, 17 had large and complete repairs, and the remainder had all needful repairs from time to time. Two passenger cars were purchased and two built in the company's shops; 21 freight cars were purchased and 14 built by the company; 20 were rebuilt, and many others repaired and painted.

During the fiscal year 1866-'67, two new engines were purchased, and one built, and extensive and complete repairs put upon 26 others, while the remainder were more or less repaired as necessary. The company have now 41 engines in efficient working order, 14 of which have been added within the last four years. One other is in process of construction in the company's shops. During the same time, 2 passenger and 20 freight cars, and 1 express car have been purchased; 2 passenger, 2 baggage, 30 freight, 4 hand and 12 rail cars have been built; and 6 passenger, 37 freight and 3 hand cars rebuilt; and all the others more or less repaired.

The company have now 41 locomotives; 70 passenger, 1 passenger express, 20 baggage, 168 long box and 93 short-box freight cars; 130 platform, 191 coal, 24 cattle, 14 hay and 55 gravel cars, and 7 snow ploughs.

	1866.	1867.
Number of miles run.....	805,800	863,222
Passengers carried.....	2,644,679	2,488,848
Tons carried.....	273,695	250,450
Locomotives.....	38	41
Passenger cars .....	65	70
Freight, etc., cars .....	612	699
Miles of road .....	118	102

During the past year there have been laid down

2,845 tons of new rails and 537 tons of repaired rails, equal to laying 33.8 miles of new track; and 54,270 sleepers. Nearly 2 miles of turnouts have been built, and 18 miles of track raised and ballasted. The principal extraordinary expenditures in 1866-'67, were as follows:

New engines and cars, and rebuilding.....	\$149,471 91
New wharf at East Boston.....	20,294 75
Machine shop .....	21,180 88
Newburyport bridge .....	123,898 67
New iron .....	101,408 18
Second track Salem and Beverly....	43,900 85
Lands and improvements.....	92,025 48

\$552,180 72

#### BALANCE SHEET, November 30,

	1866.	1867.
Cost of road .....	\$4,452,998 76	\$4,616,276 13
" equipment.....	506,090 23	622,333 84
Bonds and stock.....	419,812 91	424,085 51
Land.....	148,995 32	171,952 54
Notes receivable.....	5,918 00	4,178 00
Portsmouth Br. stock .....	32,000 00	32,000 00
South Reading branch .....	10,656 94	10,656 94
Rail iron .....		73,439 46
New work unfinished.....	227,217 92	409,819 95
Coal and iron on hand .....	164,080 28	108,249 99
Balances due.....	50,813 64	189,639 52
Cash.....	25,400 18	54,067 16
	\$6,043,984 13	\$6,716,999 04
Share capital.....	\$3,578,800 00	\$3,883,300 00
Mass. State Loan.....	350,000 00	275,000 00
Bonds due 1872.....	394,000 00	391,000 00
" 1874.....	750,000 00	750,000 00
" 1876.....	194,400 00	194,400 00
" 1885.....	160,000 00	160,000 00
Temporary loan.....	291,200 00	663,200 00
Dividends and interest .....	18,560 00	58,481 30
Balances.....	105,938 02	97,189 03
Profit and loss.....	201,586 11	249,428 71

\$6,043,984 13 \$6,716,999 04

President.—GEORGE M. BROWNE.

Directors.—George M. Browne, Samuel Hooper, Nathaniel Thayer, Franklin Haven and Benjamin E. Bates, of Boston; Wm. L. Dwight, of Portsmouth; Henry L. Williams, of Salem.

Treasurer.—JOHN B. PARKER.

Superintendent.—JEREMIAH PRESCOTT.

#### New York and Albany Railroad.

We learn that the negotiations for the purchase of the Northern New Jersey Railroad by the Hudson River West Shore Railroad Company, have been successful, and the latter will enter upon possession shortly. This will have a powerful influence toward bringing to a successful issue the completion of the West Shore line.

The bill to facilitate the construction of the New York and Albany Railroad has been reported favorably in the Assembly at Albany, and indications are favorable to its successful passage. The President, Mr. Joseph H. Ramsey, is indefatigable in his efforts to bring about this result. The report of C. W. Wentz, Chief Engineer, indicates two routes for the projected road, one by way of the Wallkill Valley, and the other known as the Kingston route, nearer the Hudson River. The probability is that the one will be adopted which will enable the company to realize the largest amount in the way of subscriptions. The bill before the Assembly authorizes town subscriptions, like those in similar cases.

The Lake Superior Miner says the construction of the Mississippi and Lake Superior Railroad, extending from St. Paul, Minn., to Lake Superior, is a fixed fact.

**Baltimore and Ohio Railroad.**

The regular monthly meeting of the directors of this company was held in Baltimore on the 12th inst.

A proposition was presented from the city of Cumberland for the transfer of certain lands to the company, providing a rolling mill for the manufacture and re-rolling of rails should be erected in that city. The President stated that in view of the difficulty of securing iron of satisfactory and uniform quality, a number of railway companies in England and this country had decided upon manufacturing the rails required for their own use. After full and protracted investigations of the subject, the officers of the company were unanimous in expressing their judgment that the company should erect a rolling mill. Numerous sites had been proposed, and liberal offers made to supply the requisite land.

As Cumberland was a central location, near the region from which coal could be procured for the supply of the mill, and as the Connellsville road might be expected at an early day to be connected at this point, that city seemed to present a suitable location. The President felt sure it would gratify the Board to meet the unanimous wishes of the people of Cumberland in adopting that location, if it were determined to erect the mill, and thus aid in advancing the population and prosperity of the second city of the State of Maryland. The Committee of Finance had unanimously determined to recommend the erection of the mill, and the acceptance of the proposition of the city of Cumberland, in accordance with the recommendations in the report of the Master of Road. The President cordially joined in this recommendation.

It was stated that about twenty thousand tons of iron was now required annually by the road and its branches. Also, that it was due to the Abbott Iron Mill, a very extensive establishment, erected within the past two years in Baltimore, to state that the iron furnished by that mill had, as far as tested, proven to be of superior quality. But even with this additional facility, a mill, under the charge of the officers of the company, who would select the quality of iron to be placed in the rail, was deemed advantageous.

Subsequent to the remarks of the President, it was decided, without division, to accept the proposition and construct the mill.

Favorable action was also adopted upon the application of the Orange, Alexandria and Manassas Railroad Company for financial assistance for the construction of their road from Strasburg to Harrisonburg, explanations in reference to which, and of other subjects before the Board, were made in the following address of Mr. Garrett:

**ADDRESS OF THE PRESIDENT.**

Gentlemen—The present affords a suitable occasion to call attention to some important events which have recently occurred and are about to transpire, and which are, to an important degree, connected with the interests of this company and of this community.

The Marietta and Cincinnati Railroad Company which has heretofore not been successful financially, has proposed, through its chief officers and owners, that a new Board of Directors shall be elected, composed of leading citizens of Baltimore and Cincinnati, with representatives also of the local interests of that line. They further pro-

pose that the Vice President of this company, Mr. John King, Jr., shall be elected President of that company, in order to bring about a closely harmonious and co-operative policy in working that road in connection with the Parkersburg Branch and Baltimore and Ohio Company.

This company has steadily pursued the policy of perfecting the Parkersburg Branch road. The twenty-three tunnels on that line are being arched rapidly, although at enormous cost. The length of these tunnels is about three and a half miles. Two-thirds of this difficult work is already completed, and forces sufficiently large are engaged to insure that the remainder will be finished within the present calendar year. The expenditures in prosecuting this work continue to be fifty thousand dollars per month. Arrangements have also been made to proceed with the construction of the bridge to connect the Parkersburg road with the Marietta and Cincinnati road. Under these circumstances it was apparent that it was proper to enter into the proposed arrangements, so as to insure to Baltimore and Cincinnati, and the connected territories and railways west of Cincinnati, the most effective use of this great route.

The western combinations being formed by the managers of the New York Central and Pennsylvania roads, are creating the necessity for alliances on the part of important Western lines with the Baltimore and Ohio road. Geographical relations, with the strong bonds of mutual interests require these alliances.

On the completion of the Metropolitan road the passenger from Cincinnati to Washington using this route will save 126 miles of travel compared with the routes via Pittsburg and the Pennsylvania road, as he can now save by this route to Baltimore, as compared with the Pennsylvania line, 59 miles. The completion and thorough working of these roads cannot fail to accomplish the most important results.

The Board has had the gratification of observing that the Supreme Court of Pennsylvania recently decided with unanimity that the repeal by the Pennsylvania Legislature of the charter of the Pittsburg and Connellsville Railroad Company, was unconstitutional and therefore void. The Board has doubtless noted, too, the highly satisfactory action of the Legislature of Pennsylvania, which, upon learning the decision of the Supreme Court of that State, repealed the act rescinding the charter of the Pittsburg and Connellsville road, by a unanimous vote in both the Senate and House of Representatives.

Thus the incubus which has so long and so unjustly rested upon the Pittsburg and Connellsville Railroad has been swept away, and that grand avenue is now within the reach of Baltimore and Pittsburg.

You will remember that fifty-eight miles of that road, from Pittsburg to Connellsville, have been constructed, and that but ninety-nine miles, from Connellsville to Cumberland, remain to be built, and that much work has been done upon the Sand Patch Tunnel, which is the heaviest section of the unfinished line. The expenditure, however, to complete the road will be large, as much heavy work is to be encountered. Not less than four millions of dollars will be required to accomplish the object. The city of Baltimore aided the Pittsburg and Connellsville road to the extent of a million of dollars by a loan of its stock. Upon that million of dollars, in consequence of the non-completion of the road, that company has been unable to pay the interest, so that the debt now exists with the accumulated interest.

In 1856 the city of Baltimore enacted an ordinance which assented to the subordination of its lien upon the Pittsburg and Connellsville road in favor of a mortgage to be created for a sum sufficient to complete the road. This ordinance was subsequently repealed under hostile influences. The Pittsburg and Connellsville Company is about applying to the City Council for the renewal of legislation of a similar character, and the subject will doubtless at once become as prominent as its great importance demands.

It is hoped that the city of Baltimore will cordially co-operate and adopt such legislation as may be necessary to insure the early commencement and rapid prosecution of this great work. Prompt and judicious action on the part of the City Government will, without additional investment on the part of the city, aid that company in obtaining the necessary means for construction, and thus insure the advantages of the road, as well as the ultimate remunerative character of the investment which must result from the completion of the road.

There is no point in the West more important for a direct connection with the city of Baltimore than the city of Pittsburg. The population of the city and its suburbs has swollen until it is now estimated at two hundred and fifty thousand. It is the centre of an immense railway business—the Pittsburg and Fort Wayne, the Allegheny Valley, the Cleveland and Pittsburg, and other great roads terminating at Pittsburg.

Among the most interesting developments since the decision of the Supreme Court of Pennsylvania, has been the efforts of parties connected with those roads to arrange for the joint use of the Pittsburg and Connellsville road in connection with the Baltimore and Ohio Railroad. All can appreciate its vast importance and the advantages to Baltimore of that connection when attention is called to the fact that whilst the distance from Pittsburg to Philadelphia by the Pennsylvania road is but 355 miles, the distance from Pittsburg to Baltimore by the Connellsville road is but 326 miles. We thus obtain a direct line under Baltimore and Pittsburg influences—less so materially than the distance between Pittsburg and Philadelphia. We cannot only command this difference of twenty-nine miles, but with a line of superior grades.

Whilst the maximum grade of the Pennsylvania road is ninety-six feet to the mile, it is expected that the Pittsburg and Connellsville road will be constructed with a maximum grade of but fifty feet to the mile. Thus in the equation the distance will be further largely in favor of the Connellsville road. Pittsburg will thus obtain her *shortest path to the sea*, an advantage which must necessarily add to her prosperity. The entire Northwest will participate in this marked and practical advantage of securing the shortest and *cheapest* outlet to the ocean.

The Pittsburg and Connellsville road presents in a national point of view, a very important relation. The distance from Pittsburg to Cumberland via Connellsville is 148 miles; from Cumberland to the Point of Rocks, 109 miles; from the Point of Rocks to Washington, by the Metropolitan road, 42 miles, making the distance from Pittsburg to Washington via Connellsville road 299 miles. From Pittsburg to Washington via the Pennsylvania Central and Harrisburg and Northern Central roads the distance is 374 miles, making a difference in favor of the vast travel of the Northwest, as well as of Western Pennsylvania, from Pittsburg to Washington of 75 miles when the Pittsburg and Connellsville, and Metropolitan Railroads are completed.

The Baltimore and Ohio Company will be enabled to bring Western passengers, via the Metropolitan road and the city of Washington, to Baltimore—thus giving them the advantage of visiting or seeing the National Capitol en route, and avoiding the curves on the present line in the valley of the Patapsco, whilst, practically, the new line can be thus used with equal economy.

Surrounded by such facts and circumstances, it cannot be doubted that the city of Baltimore will join promptly and energetically in carrying out this great programme for the advancement of her interests.

The President stated that he had not the slightest hesitation in expressing, as a matter of deliberate judgment, that if the Pittsburg and Connellsville Road, be built, within a single year after its construction, the value of that road to the community in increasing the business that will fall into the lap of Baltimore will exceed the whole



amount the city of Baltimore has invested in that road.

The Committee of Finance authorized the purchase of the property of the Baltimore and Cuba Smelting and Mining Company, at Locust Point, for one hundred and fifty thousand dollars. That purchase has been made, and the improvements are in progress at that point which will be needed in connection with the general interests of the company.

The Board is aware that a contract was made a short time since with parties in New York, who have leased extensive grounds and are arranging facilities for a very large business in petroleum at Locust Point. It is confidently expected that when the Connellsville Road is built a very large portion of the oil business of Pennsylvania in addition to that from West Virginia, will concentrate at Baltimore as the most economical point of shipment; and these sagacious capitalists from New York made their contract having in view the large business in oil which the completion of the Connellsville Road would command from Pennsylvania to Baltimore. The President of the Allegheny Railroad Company, whose road reaches the most important oil regions, expresses much anxiety for the early completion of the Pittsburg and Connellsville Road, to which he looks as a leading outlet for the oil transported upon that line. The grain trade of Western Pennsylvania and the Northwest will also be induced to Baltimore by the economy and facilities of the line.

The policy of the Baltimore and Ohio Company has been to prepare for the Connellsville connection. Its faith has never faltered that ultimately obstructions would be removed and the road built. The company, therefore, pressed the construction of its double track, which has been completed at large cost, so that now, at the moment arrangements are being made to complete the Connellsville road, you offer a first-class double-tracked road from Cumberland to Baltimore, by which every possible accession of business can be conveniently and economically transported on the Baltimore and Ohio Road.

Extensive as the present arrangements at Locust Point are, it is evident that the demands of trade will require their immediate enlargement. Enterprising parties from Northern cities are arranging to erect warehouses for storage purposes, and to furnish receipts upon the system pursued in New York, so that advances can be obtained upon the goods so stored. Propositions are also pending for the erection of extensive grain elevators, so that the best and most economical facilities may be furnished for this important increasing trade.

The company entered into an engagement with the North German Lloyd Steamship Company for the construction of a pier at Locust Point, to be ready in season for the use of the steamers of the Bremen Line. The President had the gratification to state that four hundred feet of the pier have been completed and prepared for use, so that the first steamer which arrives will have ample and excellent accommodation. The plan adopted is to build the pier 650 feet in length by 85 feet in breadth, to be covered the entire distance, thus supplying 55,250 square feet of covered pier space.

The President had also the satisfaction to state that Messrs. Albert Schumacher & Co., the agents of the North German Lloyd, are officially advised that the first steamer of the Bremen line, the "Baltimore," will leave Bremen for Baltimore on the first of March, and the "Berlin" on the first of April, and that arrangements have been made for the return of these steamers from Baltimore to Bremen on the first of April and first of May, respectively, and regularly thereafter a steamer from each port on the first of each month. Each of these steamers will touch at Southampton on each voyage for passengers and freight.

The steamers of the Baltimore and Liverpool line, viz: the Worcester, Somerset and Carroll have their schedules arranged for the coming season, the first sailing on the 25th of this month. It is designed to so arrange the arrival and de-

parture of the Bremen and Liverpool steamers that Baltimore will have a fortnightly arrival and departure of European steamers—that twice each month there will be communication between England and the Continent by steamers running directly between Baltimore and the European ports.

Under these circumstances, with so vast and comprehensive a system, long since planned by the managers of this company, and now about being put into execution, promising results so valuable, the President did not doubt the expectation would be realized that the community will cordially join in aiding those plans and securing the objects designed.

As the Baltimore and Ohio Company has still before it the cost of the completion of the arching of the tunnel on the Parkersburg road, the building of the great bridges to connect the Parkersburg road and the Marietta and Cincinnati road at the Ohio river, and the main stem of the Baltimore and Ohio with the Central Ohio road at Bellaire, which latter works will probably exceed in cost a million and a half of dollars, and has also the necessity of preparing large quantities of additional machinery to meet the necessities of its increasing business, it is evident that the resources of the company will be severely taxed to proceed with these improvements as rapidly as the interests of the community demand.

The community has not been asked for aid heretofore in carrying out many improvements benefitting largely the city of Baltimore. The Bremen line has been established without other contribution than that afforded by the Baltimore and Ohio Railroad. The capital for the Liverpool line has been supplied exclusively by the Baltimore and Ohio Railroad. And now, when our fellow citizens will be asked to aid by subscriptions to the Winchester and Strasburg Road to the extent of four hundred thousand dollars, and thus open a line extending one hundred miles from Harper's Ferry, through the great Valley of Virginia, and the city of Baltimore is asked to co-operate in arrangements to secure the early construction of the Pittsburg and Connellsville Road, it is trusted that such energy will be infused, and such efforts made as will accomplish both results at an early day.

Baltimore, by these means, can be placed in a position to realize all her geographical advantages, and thus prepare to accomplish the great commercial destiny that awaits her. Her business and connections can be rapidly increased and developed, and in time her great natural advantages, combined with proper energy and enterprise on the part of her citizens, will cause her to rank in the very first class of the commercial cities of the world.

The Board has decided to aid the Orange, Alexandria and Manassas Railroad in extending its line from Strasburg to Harrisonburg upon agreement for the working of that line in connection with the Baltimore and Ohio Road upon terms mutually satisfactory.

The company has also authorized the subscription of \$100,000 to the stock of the Winchester and Strasburg Road. This road will be nineteen miles in length, extending from Winchester to Strasburg. The condition of the subscription is that \$500,000 of stock must be subscribed before any of the subscriptions will be binding. That amount is estimated to be the cost of the road. By the completion of this short link of nineteen miles, as the Baltimore and Ohio Company now has permanent control of the Winchester and Potomac Road, in connection with the agreement with the Orange, Alexandria and Manassas Roads, the merchants of Baltimore will have opened for them a line extending from Harper's Ferry to Harrisonburg, being one hundred and one miles through the fertile Valley of Virginia. Subscriptions in this case will not be gratuities, as it is expected the road will be productive. It will doubtless be the policy of the Baltimore and Ohio Company, when the Winchester and Strasburg Road is constructed, to lease the line and pay interest upon its cost.

By immediate action on this subject, the line

being remarkably free from difficulties, can be constructed in a brief period; so that within twelve months the line through to Harrisonburg can be in operation. When this road shall be opened, efforts can be properly made for the extension of the Valley line to connect with the Virginia and Tennessee road in the vicinity of Salem, and a route can be thus obtained which will afford to the productive region extending through to Louisiana, the advantage of transacting their business with Baltimore by an economical route.

Mr. Garrett having concluded, ex-Governor Bradford stated that he had listened with lively interest to the remarks of the chair, and felt the importance particularly of the policy of completing, at the earliest possible day, the Connellsville Road. He stated that all remembered that in its inception the Connellsville Road was a favorite project with the city of Baltimore, and that the delay in the completion of that road, brought about by the adverse legislative action of Pennsylvania, had caused us, perhaps, to some extent, to lose sight of the importance of this interest as we formerly contemplated it.

He advocated the appointment of the city directors as a special committee to aid the President of the Pittsburg and Connellsville Railroad by effecting the requisite arrangements with the city of Baltimore. He made a motion to this effect, which was unanimously adopted.

The Board then adjourned.

#### Detroit and Howell Railroad.

This road is now being pushed with an efficient force. The bridges are being rapidly constructed, and the ties and timber for culverts and cattle guards delivered along the line preparatory to still more energetic operations as soon as Spring shall open. The twenty miles between Detroit and Plymouth are to be ready for the iron on or before the 31st of July next, and the remainder on or before January 31st, 1869. The officers expect to be able to follow closely behind the contractors with the iron, as they have a considerable surplus of means above the contract price to apply toward iron and rolling stock, and a wealthy country at their back, only needing confidence in the safety of the investment to induce the furnishing of the means necessary to put the road in operation. The right of way is being secured for its extension to Lansing, together with a preliminary survey, and when opened up to that point, its prospects will be of the most encouraging character.

#### Iron Mountain Railroad.

Our dispatches announce the passage by the Senate of a bill which provides to restore to Mr. Allen the Iron Mountain Railroad. The strength of the vote in its favor shows that the views of the Senate are nearly unanimous. The vote was 23 ayes to 5 noes. The bill provides for the transfer of the ownership of the road to Thomas Allen and his heirs, and for a completion of the road to a junction with the Cairo and Fulton Railroad in two years, and to Belmont in three. It also provides that there shall be no forfeiture of the road in the future, except upon action taken thereon by the Legislature, and directs the Governor to release the road to Mr. Allen.—*St. Louis Rep.* 12th.

The town of Rock Island, Ills., has subscribed \$50,000 to the stock of the Peoria and Rock Island Railroad. The town of Moline, Ills., also proposes to subscribe \$50,000 to the same project.



## RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany & Susquehanna...100	\$1,075,139			Hartford and New Haven...100	\$2,000,000	J. A. J. & O.	Jan. '68 3	Portl., Saco & Portland...100	\$1,500,000	J. & D.	Dec. '67 3
Allegheny Valley...50	1,498,400			Hannibal and St. Joseph...100	1,900,000			Providence & Worcester...100	1,800,000	J. & J.	Jan. '68 4
Alton and St. Louis...100	125,000	J. A. J. & O.	Oct. '67 14	Do. do. pref. 100	5,233,830			Reading and Columbia...50	605,019		
Atlanta and West Point...100	1,232,200	J. & J.	Jul. '67 34	Hanover Branch...50	116,850	M. & N.	Nov. '67 5	Rensselaer and Saratoga...100	800,000	A. & O.	Apr. '67 2
Atlantic & N. Carolina...100	5,545,225			Housatonic...100	820,000			Richmond and Danville...100	2,008,000		
Atlantic & Gt. Western...50	11,522,150			" pref. 100	1,180,000	J. & J.	Jan. '68 4	Richmond and Petersburg...100	847,000		
" " pref. 60	1,919,000			Hudson River...100	13,937,100	A. & O.	Oct. '67 4	Rich., Fred. and Potomac...100	1,941,800		
Atlantic & St. Lawrence...100	2,494,900	J. & J.	Jan. '68 2	Hazleton...100	1,615,000	F. & A.	Feb. '68 3	Rockport...100	88,400		
Augusta and Savannah...100	733,700	J. & J.	Jul. '67 34	Huntingdon & B'd Top...50	494,380			Rome, Watert. and Ogd'sb...100	2,385,500	J. & J.	Nov. '67 2
Baltimore and Ohio...100	16,165,962	A. & O.	Oct. '67 4	" pref. 50	190,750	J. & J.	Jul. '67 34	Rutland preferred...100	2,800,000	F. & A.	Feb. '68 34
Do. Washington Br...100	2,560,000	A. & O.	Oct. '67 4	Illinois Central...100	23,388,450	F. & A.	Feb. '68 5	St. L., Alt. and T. Haute...100	1,700,000	Annual.	Mar. '67 7
Baltimore City Passenger...100	670,000			Indianapolis & Cincinnati...100	1,689,900	M. & S.	Sep. '67 4	" " pref. 100	1,469,429		
Boston and Chelsea...100	110,000	A. & O.	Oct. '67 4	Jefferson, Mad. & Ind...100	2,000,988	J. & J.	Jan. '68 1	St. L., Jack'nv. and Ohio...100	2,089,000		
Bellefonte Line...100	4,420,000	F. & A.	Aug. '67 8	Joliet and Chicago...100	1,500,900	J. A. J. & O.	Oct. '67 14	Sandusky and Cincinnati...100	398,073	M. & N.	Nov. '67 3
Balvidere Delaware...100	997,112			Joliet & North Indiana...100	300,000	J. & J.	Jul. '67 4	" " pref. 100	900,000		
Berkshire...100	600,000	J. A. J. & O.	Jan. '68 14	Lackawanna & Bloomsb...50	1,325,000			Saratoga and Hudson R...100	1,020,000		
Blossburg & Corning...50	250,000	J. & J.	Dec. '67 24	Lehigh and Mahanoy...50	2,158,565	J. & J.	Jan. '67 0	Saratoga and Whitehall...100	500,000	A. & O.	Apr. '67 2
Boston, Concord & Mont...100	459,400			Lehigh and Susquehanna...50	6,104,060	M. & N.	Nov. '67 5	Savannah and Charleston...100	1,000,000		
Do. do. pref. 100	1,340,400	M. & N.	Nov. '67 3	Lehigh Valley...50	10,734,100	J. A. J. & O.	Jan. '68 24	Schuylkill and Esquequeh...50	239,150	J. @ J.	Jan. '68 5
Boston and Lowell...100	1,830,500	J. & D.	Dec. '67 4	Lehigh Luzerne...100	344,650	J. & J.	Jan. '68 4	Second and Third St. (Ph.)...50	293,757	J. & J.	Jan. '68 5
Boston and Maine...100	4,076,974	J. & J.	Jan. '68 5	Lexington & Frankfort...100	514,646	M. & N.	Nov. '67 3	Schuylkill Valley...50	576,050	J. & J.	Jan. '68 24
Boston and Providence...100	3,680,000	J. & J.	Jan. '68 5	Little Miami...50	3,572,400	J. & D.	Dec. '67 4	Seaboard and Roanoke...100	868,200		
Boston and Worcester...100	4,500,000	J. & J.	Jan. '68 5	Little Schuylkill...50	2,648,100	J. & J.	Jan. '68 2	Second Avenue (N. Y.)...100	670,000	A. & O.	Oct. '66
Broadway (Boston)...100	325,000			Lomb. and South St. (Ph.)...25	90,000			Shamokin V. and Pottav...50	869,450	F. & A.	Aug. '67 24
Broadway & 7th Av. (N. Y.)...100	2,100,000	J. & J.	Jul. '67 5	Long Island...50	3,000,000	F. M. A. N.	Aug. '67 2	Sixth Avenue (N. Y.)...100	750,000		
Brooklyn City...100	1,000,000	F. & A.	Oct. '67 24	Long Branch & Sea Shore...50	95,124			South Carolina...100	2,819,275		
Brooklyn City & New'n...100	399,800			Louis, Cin. and Lex. pr. 100	48,638	J. & J.	Jul. '67 44	South Shore...100	259,685		
Buff. New York & Erie...100	850,000	M. & N.	Nov. '67 34	Louisville and Frankfort...50	1,109,594	J. & J.	Jan. '68 3	South Western, Georgia...100	3,263,400	F. & A.	Aug. '67 4
Buffalo and State Line...100	2,200,000	F. & A.	Feb. '68 5	Louisville and Nashville...100	5,500,000	F. & A.	Feb. '68 4	Southern Mississippi...100	1,000,000		
Cambridge Horse (Boston)...100	727,800	A. & O.	Oct. '67 4	Louisville, N. Alb. & Chicago...100	2,800,000			Staten Island...100	660,000	J. & J.	Jul. '67 4
Camden and Amboy...100	6,842,200	F. & A.	Feb. '68 5	Lowell and Lawrence...100	200,000	A. & O.	Oct. '67 3	Syr., Bingham. and N. Y. 100	1,200,130		
Camden and Atlantic, pref. 50	600,000			Macon and Western...100	1,500,000			Taunton Branch...100	250,000	J. @ J.	Jan. '68 4
Cape Cod Branch...50	721,926	J. & J.	Jan. '68 34	Mahoney & B'd Mount'n...50	921,615			Tennessee and Alabama...100	595,922	J. & J.	Jan. '68 8
Catawissa...100	1,160,000			Maine Central...100	1,000,890			Terre Haute and Indiana...50	1,883,150		
Catawissa, pref. 50	2,200,000	A. & O.	Oct. '67 34	Manchester & Lawrence...100	1,000,000	M. & N.	Nov. '67 5	Third Avenue (N. Y.)...100	1,750,000	J. @ J.	Jan. '68 1
Cayuga & Susquehanna...50	589,110			Marietta & Cincinnati...50	2,029,778			Thirteenth and Rut't...50	1,650,000		
Central of Georgia...100	4,886,900	J. & J.	Jul. '67 5	" " 1st pref. 50	5,586,135	M. & S.	Sep. '68 3	Tol., Peoria and Warsaw...100	1,700,000		
Central of New Jersey...100	13,000,000	J. A. J. & O.	Jan. '68 24	" " 2d pref. 50	4,051,744	M. & S.	Sep. '68 3	Tol., " " 1st pref. 100	908,178		
Central Ohio...100	400,000	J. & D.	Dec. '67 8	Memphis and Charleston...100	5,312,725	M. & S.	Mar. '68	Tol., " " 2d pref. 100	5,400,000		
Do. pref. 100	970,000	J. & D.	Dec. '67 8	Memphis and Ohio...100	670,000			Tol., Wabash and West...50	1,000,900	M. & N.	N. '67 34
Con. Park, N. & E. River...100	970,000			Metropolitan (Boston)...100	1,250,000	J. & J.	Jan. '68 5	Troy and Boston...100	607,111	J. & D.	Jun. '67 34
Charlotte & S. Carolina...100	1,201,000			Michigan Central...100	7,502,866	J. & J.	Jan. '68 5	Troy and Greenbush...100	274,400	A. & O.	Apr. '67 2
Chemung...100	380,000			Mich. So. & North. Ind. 100	9,811,300	F. & A.	Aug. '67 5	Troy, Salem and Rut't...100	800,000		
Cheshire, preferred...100	2,017,825	Annual.	Jan. '68 3	" guaranteed 100	787,700	F. & A.	Aug. '67 5	Union Transport'n (Bos.)...100	200,000		
Chicago and Alton...100	3,886,643	M. & S.	Mar. '68 5	Middlesex (Boston)...100	400,000			Union Pacific...100	2,000,000		
" " pref. 100	2,425,576	M. & S.	Mar. '68 5	Millville and Glassboro...100	368,200	F. & A.	Aug. '67 8	Union Pacific (E. D.)...100	291,475	J. @ J.	Jan. '68 2
Chicago, Burl. & Quincy...50	10,193,010			Millw. & Prairie du Chien...100	3,082,000	Annual.	Feb. '68 8	Utica and Black River...100	834,400	J. & J.	Jan. '68 4
Chicago and Gt. Eastern...100	4,390,000			" " 1st pref. 100	1,014,000	Annual.	Feb. '68 7	Vermont and Canada...100	2,250,000	J. & D.	Dec. '67 4
Chicago, Iowa & Nebras...100	1,000,000			" " 2d pref. 100	3,627,000	J. & J.	Jan. '67 5	Vermont Central...100	8,000,000		
Chicago and Milwaukee...100	2,227,000			Milw. & St. Paul...100	3,717,000	J. & J.	Jan. '68 4	Vermont and Massachusetts...100	2,500,000	J. & J.	Jan. '68 14
Chicago & N. Western...100	13,180,927			" " pref. 100	3,717,000	J. & J.	Jan. '68 4	Vermont Valley...100	516,164		
" " pref. 100	12,994,719			M. Hill & Schuylk. Haven...50	3,775,000	J. & J.	Jan. '68 4	Virginia Central...100	3,353,679		
Chicago, R. I. & Pacific...100	9,100,000	A. & O.	Oct. '67 5	Mobile and Ohio...100	3,588,300			Virginia and Tennessee...100	3,457,815	J. & J.	Jan. '68 5
Cin. Ham. & Dayton...100	3,129,100	A. & O.	Oct. '67 5	Montgomery & W. Point...100	1,419,769			Western (Mass.)...100	6,710,800		
Cincinnati City Passenger...100	1,000,000	J. & J.	Jan. '68 24	Morris and Essex...50	500,000	F. & A.	Feb. '67 34	Western Union...100	2,687,237		
" Street...100	1,000,250	J. & J.	Jan. '68 24	Nashua and Lowell...100	600,000	M. & N.	Nov. '67 5	West Jersey...100	731,850		
Cincinnati and Zanesville...50	192,750	F. & A.	Jan. '68 6	Nashville & Chattanooga...100	2,056,544			West Philadelphia...100	249,100	J. & J.	Jan. '68 5
Citizens' Passenger (Phil.)...50	6,000,000	J. & J.	Jan. '68 6	Naugatuck...100	1,100,900	F. & A.	Feb. '68 5	Wilm. and Ma. chester...100	1,130,470		
Cleveland & Mahoning...100	2,044,800	M. & N.	Nov. '67 4	New Bedford & Taunton...100	500,000	J. & J.	Jan. '68 4	Wilm. and Weldon...100	1,340,273		
Cleveland & Ashtab...100	6,000,000	J. & J.	Jan. '68 34	New Haven & N. London...100	728,538			Worcester and Nashua...75	1,141,000	J. & J.	Jan. '68 54
Cleveland and Pittsburgh...50	5,403,911			N. Haven & Northampton...100	1,284,100	J. & J.	Jan. '68 3				
Cleveland and Toledo...50	4,841,800	J. & J.	Jan. '68 34	New Jersey...100	5,090,000	F. & A.	Feb. '68 5				
Col. & Indianapolis Cen...100	4,000,000	J. A. J. & O.	Oct. '67 24	New London Northern...100	995,000	M. & S.	Mar. '68 4				
Columbus and Xenia...100	1,788,200	J. & J.	Jan. '68 5	N. O., Opel. & Gt. West'n...100	4,093,425						
Concord...100	1,600,000	M. & N.	Nov. '67 5	New York Central...100	26,530,000	F. & A.	Feb. '68 3				
Concord & Portsmouth...100	350,000	J. & J.	Jan. '68 34	New York and Harlem...50	5,285,050	J. & J.	Jan. '68 4				
Coney Island & Brooklyn...100	600,000	M. & N.	Nov. '67 5	" " pref. 50	1,509,000	J. & J.	Jan. '68 4				
Conn. & Passump. Rivers...100	1,673,300	J. & J.	Jan. '68 3	New York & New Haven...100	4,000,000	J. & J.	Jan. '68 5				
Do. do. pref. 100	1,650,000	J. & J.	Jan. '68 4	N. Y., Provid. & Boston...100	1,755,281	J. & J.	Jul. '67 3				
Connecticut River...100	1,316,900	A. & O.	Oct. '67 4	Nieg. Bridge & Cananda...100	1,000,000	J. & J.	Jan. '68 3				
Cumberland Valley...100	306,900			Ninth Avenue...100	797,400						
Danbury and Norwalk...100	2,384,941			North Carolina...100	4,000,000						
Dayton and Michigan...100	406,132	J. & J.	Jan. '68 3	Northern Central...50	4,618,900	F. M. A. N.	Feb. '68 2				
Delaware...100	11,288,550	J. & J.	Jan. '68 5	North Eastern (S. C.) pref. 100	156,000	J. & D.	May '67 4				
Des Moines Valley...100	1,550,500			Northern of N. Hampsh...100	3,607,400						
Detroit & Milwaukee...100	452,359			Northern of N. Jersey...100	158,800						
Do. do. pref. 100	1,500,000			North Missouri...100	2,369,207						
D. Dock, E. B'w. & Bat...100	1,200,000			North Pennsylvania...50	3,150,150						
Dubuque and Sioux City...100	1,073,641			Norwich & Worcester...100	2,363,600	J. & J.	Jan. '68 3				
Do. do. pref. 100	1,987,351	Annual.	Dec. '67 7	Ogdensb. & L. Champ'n...100	3,077,000	F. & A.	Feb. '68 3				
Eastern (Mass.)...100	3,578,304	J. & J.	Jan. '68 4	" " pref. 100	641,290	A. & O.	Oct. '67 4				
Eastern (N. H.)...100	492,500	J. & J.	Jan. '68 4	Ohio and Mississippi...100	20,222,647						
East Pennsylvania...100	604,400			" " pref. 100	5,607,197	Annual.	Jan. '67 7				
East Tenn. and Georgia...100	1,000,000	J. A. J. & O.	Jan. '68 4	Old Colony & Newport...100	4,848,500	J. & J.	Jan. '68 3				
East Tenn. and Virginia...100	1,000,000	F. & A.	Aug. '67 24	Orange and Newark...100	281,550						
Elmira & Williamsport...50	500,000	M. & N.	Nov. '67 24	Oswego and Syracuse...50	482,400	F. & A.	Feb. '68 4				
Do. do. pref. 50	500,000	J. & J.	Jan. '68 34	Pacific of Missouri...100	3,581,060	J. A. J. & O.	Jan. '68 6				
Erie Railway...100	15,570,160	F. & A.	Feb. '68 4	Panama...100	7,900,000	J. & J.	Jan. '68 3				
Do. do. pref. 100	5,635,700	Annual.	Jan. '68 7	Paterson and Ramapo...100	248,000	J. & J.	Jan. '68 3				
Erie & North East...100	600,000	F. & A.	Feb. '68 5	Paterson and Hudson River...100	630,000	J. & J.	Jan. '68 4				
Evansville & Crawfordsv...100	1,142,834			Pennsylvania...100	20,000,000	M. & N.	Nov. '67 3				
Fitchburg and Worcester...100	247,800	J. & J.	Jan. '68 4	Peoria & Bureau Valley...100	1,200,000	A. & O.	Oct. '67 6				
Flint and Holly...100	759,000	M. & N.	Nov. '67 5	Petersburg & Lynchburg...100	1,366,600						
Forty Sec. St. & Gt. St. Ry...100	491,620	J. @ J.	Jul. '67 3	Philadelphia and Erie...50	5,069,450	J. & J.	Jan. '68 3				



## CITY PASSENGER RAILROAD SHARE AND BOND LISTS.

## PASSENGER RAILROAD SHARE LIST.

N. B.—A dash [—] signifies "nil" and leaders [—] "not ascertained."

## PASSENGER RAILROAD BONDS.

Fiscal year ending.	Completed: equal in single or in progress or projected.	Equip-ment.	Car.	Companies.	Cost of Road and Equip-ment.	Share Capital paid in.	Indebted-ness.		Earnings.		Dividends on paid capital.	Par Value.	Market Price.	DESCRIPTION.	Amount out-standing.	Rate.	Pay-able.	Principal payable.	Market value.
							Bonded Debt.	Floating Debt.	Gross.	Net.									
30 Nov. '66	3.36			MASSACHUSETTS.	\$	\$	\$	\$	\$	\$				Broadway [Brooklyn]: Real Estate Mortgage	27,500	7	J. & J.	1884	
30 Nov. '66	5.78	218	32	Boston and Chelsea	110,000	110,000			8,800	7,525			37	Broadway & 7th Avenue:					
30 Nov. '66	27.43			Broadway, Boston	345,279	325,000			20,461	188,546			51	1st Mortgage	600,000	7	J. & D.	1884	
30 Nov. '66	1.57	85	6	Cambridge	734,671	727,800	150,000		94	68,502			98	Brooklyn, Bath & Coney Is'd					
30 Nov. '66	11.75	211	81	Lowell (Horse)	46,536	46,000				20,399	8,281		10	1st Mortgage	80,000	7	J. & J.	1888	
30 Nov. '66	3.41	254	35	Lynn and Boston	271,530	200,000	50,000	50,082	164,742	6,253			25	Brooklyn and Rockaway					
30 Nov. '66	3.07	254	35	Malden and Melrose	60,246	200,000	58,727		27,144				15	1st Mortgage	35,000	7	J. & J.		
30 Nov. '66	38.92	837	157	Medford and Charlestown	36,600	21,000	9,600		19,627	2,240			50	Brooklyn Centr. & Jamaica:					
30 Nov. '66	6.28	254	35	Metropolitan (Boston)	1,601,478	1,250,000			189,098	763,414	118,472		50	1st Mortgage	498,000	7	J. & D.	1870	
30 Nov. '66	3.22	60	9	Middlesex (Boston)	494,702	400,000	38,000	76,444	167,176	11,437			40	Brooklyn City & Newtown:					
30 Nov. '66	5.69	60	9	Northampton & Williamsb.	300,000	300,000			4,627	2,686	211		40	1st Mortgage	170,000	7	J. & J.	1872	
30 Nov. '66	7.78	48	13	Quincy	141,233	17,600	58,400	55,000	34,256	2,535			30	Brooklyn City & Ridgewood:					
30 Nov. '66	3.61	48	13	Salem and South Danvers	189,972	150,000	27,300	4,148	85,970	6,108			30	1st Mortgage	200,000	7	J. & J.	1872	
30 Nov. '66	2.50	12	3	Somerville	75,000	75,000			4,379	2,251	3		30	Brooklyn City & Ridgewood:					
30 Nov. '66	6.74	431	63	Stoneham street (Boston)	37,200	33,000			9,628	1,991	6		30	1st Mortgage	20,000	7	J. & J.	1884	
30 Nov. '66	1.58	431	63	Suburban	95,000	5,000							30	Cambridge:					
30 Nov. '66	2.25			Union (Transportation)	238,789	200,000	24,000	113,007	341,247	10,110	5		30	1st Mortgage	150,000	6	J. & J.	1883	59
30 Nov. '66	11.60			West Cambridge	13,600	13,600				516	41		30	Central Park, East & North River:					
				Winnistmet	62,152	69,800			3,720	3,255	4		30	1st Mortgage	650,000	7	J. & J.	1874	
				Worcester	91,174	75,000	52,000						30	Citizens' Pittsburg]					
													30	1st Mortgage	56,800	7	J. & J.	1870	
31 Jan. '64	3.0	3.0	45	CONNECTICUT.							8			Coney Island and Brooklyn:					
31 Dec. '62	8.5	11	3	Fairhaven and Westville	109,000	100,000								1st Mortgage	148,000	7	J. & J.	1873	
				Hartford and Wethersfield	300,000	300,000								Delaware County:					
				ALBANY										1st Mortgage	6,500	7			
28 Sep. '66	9.65	87	6	Bleeker St. & Fulton Ferry	1,698,766	909,850	40,000		46,365	1,841				Real Estate Mortgage	5,000	6			
30 Sep. '66	25.00	49	33	Broadway (Brooklyn)	230,750	200,000	27,500	10,000	231,424	108,590			100	D. Dock, E. B'dw. & Battery:					
30 Sep. '66	10.76	98	51	Broadway & 7th Ave., N. Y.	3,492,826	2,100,000	1,500,000		677,195	288,445	4		100	Eight Avenue	650,000	7	J. & J.		
30 Sep. '66	14.00	16	16	Brooklyn, Bath & Coney Is'd	158,414	99,850	80,000	72,872	27,901	7,567			100	1st Mortgage	160,000	7	J. & J.		
30 Sep. '66	8.90	51	22	Brooklyn Central & Jamaica	995,783	488,100	482,810	32,185	196,041	25,709			100	Forty-second street:					
30 Sep. '66	24.00	190	196	Brooklyn City	1,388,369	1,000,000	170,000		1,034,824	356,656	12		100	1st Mortgage	127,150	7	J. & J.	1873	
30 Sep. '66	57.68	190	196	Brooklyn City & Newtown	549,425	399,800	200,000	18,785	128,224	19,566			100	Real Estate	184,500	7	J. & J.		
30 Sep. '66	11.75	400	37	Brooklyn City & Ridgewood	187,200	164,000	20,000	3,200					100	Frankford and Southwark:					
30 Sep. '66	0.59	9.41	14	Brooklyn City & Rock. B'k	124,586	102,150	35,000		8,667	4,562			100	1st Mortgage	200,000	7	J. & J.	1860	107
30 Sep. '66	4.00	114	12	Cent'l Pk. N. & E. Riv. (N. Y.)	1,608,499	970,000	550,000	21,303	535,908	127,898	24		100	Frankford and Philadelphia:					
30 Sep. '66	24.00	114	12	Clinton Avenue (Albany)	2,800	2,800							100	1st Mortgage	50,000	7			
30 Sep. '66	2.00	200	114	Cohoes & Waterford	500	500							100	Germantown:					
30 Sep. '66	2.00	200	114	Coney Island & Brooklyn	643,099	500,000	148,000	36,545	123,014	loss.			100	1st Mortgage	350,000	7	J. & J.	1860	
30 Sep. '66	19.75	180	180	D. Dock, E. B'dw. & Battery	562,246	1,200,000	550,000	403,661	89,549				100	Green and Coates St.:					
30 Sep. '66	23.23	180	180	East & North River (W. Co.)	650	650							100	1st Mortgage	100,000	7	J. & J.	1870	98
30 Sep. '66	18.00	157	157	Eighth Avenue	1,300,972	1,000,000	160,000		725,724	61,207	9		100	Harlem Br. Morris & Ford'm					
30 Sep. '66	12.00	42	42	42d st. & Grand st. Ferry	962,521	750,000	260,000	2,698	227,662	63,047	5		100	1st Mortgage	124,000	7	J. & J.		
30 Sep. '66	4.52	17	2	Grand st. & Newtown (W. Co.)	225,230	90,000	124,000	2,600	70,522	16,172			100	Hestonville Mantua & Fairmount:					
30 Sep. '66	10.00	30	30	Harlem Br. Morris & Ford'm	445,295	797,320	112,000		73,276	loss.			100	1st Mortgage	183,000	7	J. & J.	1860	
30 Sep. '66	3.20	30	30	Hudson Av. and Prosp. Pk	1,200	1,200							100	Hoboken and Weehawken:					
30 Sep. '66	12.20	38	38	Ninth Avenue	278,473	133,400	100,000	7,000	53,296	9,042			100	1st Mortgage	60,000	7	M. & S.	1872	
30 Sep. '66	11.00	38	38	Port Morris & Westchester	1,250,023	670,000	520,000	210,000	420,564	31,026			100	Lynn and Boston:					
30 Sep. '66	16.00	73	73	Rochester City & Brighton	1,489,863	750,000	190,000		522,765	loss.	5		100	1st Mortgage [road]					
30 Sep. '66	8.37	100	100	Second Avenue (N. Y.)	2,406,809	1,170,000	1,380,000	70,000	1,098,693	260,333	12		100	1st Mortgage	50,000	6	J. & J.	71-72	914
30 Sep. '66	3.00	170	170	Sixth Avenue (N. Y.)	975	975							100	Malden and Melrose:					
30 Sep. '66	17.50	500	500	Third Avenue & Berg. St.	50,000	50,000							100	1st Mortgage qua antied.					
30 Sep. '66	4.46	7	7	Third Avenue & Fordam	311,362	124,500	100,000	1,200	46,449	14,355			100	Medford and Charlestown:					
30 Sep. '66	6.50	4	4	Troy and Cohoes	62,000	50,000	12,000		15,850	390			100	1st Mort. [Winter St. Br.]					
30 Sep. '66	1.75	4	4	Troy and Lansingburg	5,949	7,370							100	Middlesex:					
30 Sep. '66	4.00	4	4	Utica and Waterville	1,457	2,200							100	1st Mortgage	38,000				
				V. Brunt st. & Erie Bas. (Bk'n)									100	Malden & Melrose bonds.					
				Westchester									100	Real Estate					
				West Shore									100	Ninth Avenue:					
													100	1st Mortgage	112,000	7			
													100	North Philadelphia:					
													100	1st Mortgage	100,000	7	J. & J.	1869	
													100	Orange and Newark:					
													100	1st Mortgage Broad street.					
													100	" O. & Newark					
													100	2d Mortgage					
													100	Philadelphia City:					
													100	1st Mortgage					
													100	Philadelphia and Darby:					





## RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
<b>Atlantic and Great Western:</b>													
1864	160,713	164,438	166,493	194,992	200,807	266,626	296,512	358,408	401,103	357,238	388,344	328,828	3,235,492
1865	289,445	347,211	432,340	355,045	472,498	410,800	493,882	568,584	541,481	675,446	634,243	576,885	5,823,336
1866	475,641	488,279	385,991	412,521	464,507	493,243	466,998	568,589	538,150	599,670	474,058	388,573	5,006,119
1867	877,852	380,180	489,555	407,013	465,102	383,896	400,550	461,879	483,177	488,917	474,184	360,641	5,107,371
1868	394,771												
<b>Chicago and Alton:</b>													
1863	109,850	101,355	104,372	122,084	182,301	145,542	149,187	157,048	170,044	170,910	155,869	153,294	1,673,700
1864	100,991	154,418	196,863	162,728	178,786	206,090	224,257	312,165	354,554	320,879	307,903	282,015	2,770,484
1865	280,508	275,283	290,068	265,490	322,275	355,270	386,985	409,261	401,280	367,966	307,919	236,824	3,840,092
1866	222,241	220,111	226,249	229,861	329,861	371,544	321,997	387,269	322,638	360,223	328,080	271,247	2,896,153
1867	240,238	142,947	235,502	285,921	338,991	543,471	366,142	421,484	422,164	430,108	364,196	302,408	3,864,122
1868	259,539												
<b>Chicago, Rock Island and Pacific:</b>													
1863	140,024	130,225	122,513	126,798	144,995	170,937	139,142	160,306	210,729	216,030	196,435	201,134	1,969,287
1864	158,735	175,482	243,150	185,015	198,679	243,178	224,980	307,874	375,860	324,865	336,617	321,087	3,095,470
1865	305,554	244,331	289,403	196,880	234,512	321,818	244,121	306,231	389,489	307,523	270,073	201,779	3,315,514
1866	241,396	183,385	267,230	209,099	277,506	306,093	238,926	317,977	400,941	428,474	345,028	260,288	3,466,922
1867	292,047	224,621	275,454	280,283	251,916	261,488	274,800	404,000	568,403	558,300	415,400	351,900	4,163,312
1868	383,600												
<b>Chicago and Northwestern:</b>													
1863						966,100	281,334	296,169	473,186	551,122	435,945	407,838	2,911,544
1864	273,876	317,839	390,355	421,363	468,330	555,145	480,710	519,308	699,005	729,759	716,378	563,400	6,114,666
1865	441,005	482,164	499,296	468,358	556,923	747,042	702,681	767,508	946,707	932,682	784,671	547,812	7,976,490
1866	523,566	528,745	528,745	537,519	558,943	926,983	808,524	797,475	1,000,086	1,200,216	1,010,892	712,389	9,299,480
1867	696,147	574,664	768,398	774,279	896,712	893,867	800,325	1,088,824	1,461,284	1,608,883	1,210,287	918,088	11,532,348
1868	741,926												
<b>Des Moines Valley:</b>													
1866	40,129	29,102	37,501	39,600	40,458	39,630	41,212	43,580	66,035	80,588	73,140	50,296	580,171
1867	49,694	30,093	56,859	59,196	61,447	53,990	53,683	69,018	77,113	81,676	80,867	61,955	735,606
<b>Erie:</b>													
1863	845,695	839,949	956,445	948,059	848,783	770,148	731,243	687,092	816,801	965,294	1,024,649	1,035,321	10,409,481
1864	984,837	1,114,508	1,099,507	1,072,292	1,041,975	1,041,975	984,317	1,105,364	1,301,006	1,222,656	1,234,909	1,234,217	12,429,643
1865	1,001,007	947,146	1,265,506	1,458,455	1,133,461	1,177,372	1,202,180	1,531,046	1,539,615	1,438,689	1,622,472	1,429,765	16,434,775
1866	1,185,746	987,933	1,070,917	1,153,441	1,101,632	1,243,636	1,208,243	1,296,400	1,416,101	1,476,244	1,416,001	1,041,116	14,606,412
1867	906,795	917,639	1,139,523	1,217,143	1,122,140	1,118,751	1,071,312	1,239,024	1,444,745	1,498,716	1,421,881	1,041,116	14,139,300
1868													
<b>Illinois Central:</b>													
1863	296,944	271,085	275,643	289,224	324,687	407,992	343,929	511,305	478,576	496,433	437,679	424,531	4,571,028
1864	327,900	416,588	459,782	422,797	468,272	510,100	423,578	640,179	799,236	661,391	667,141	603,497	6,329,447
1865	571,536	528,972	616,666	516,608	460,573	617,632	747,469	739,736	841,589	643,987	615,089	518,098	7,181,208
1866	608,065	508,266	505,468	411,905	569,250	567,679	480,622	578,253	671,848	661,971	588,219	504,066	6,646,741
1867	660,438	554,201	417,352	420,365	477,607	496,616	497,879	694,377	706,259	761,499	679,160		
1868	519,855												
<b>Marquette and Cincinnati:</b>													
1863	35,203	53,778	60,540	64,306	35,326	40,706	58,704	52,364	77,112	83,069	76,784	68,865	710,225
1864	77,010	74,409	89,901	72,389	83,993	78,697	91,809	90,972	93,078	93,546	96,908	95,453	1,068,166
1865	96,672	87,791	98,768	78,607	76,248	107,525	104,608	115,184	125,252	116,495	116,148	105,767	1,224,058
1866	90,411	85,447	84,351	81,181	96,388	103,373	98,043	106,921	104,866	115,504	112,952	123,802	1,201,239
1867	94,136	78,976	92,910	92,768	90,626	96,535	106,594	114,716	121,217	142,823	132,387	123,383	1,286,971
1868	92,433												
<b>Michigan Southern &amp; Northern Indiana:</b>													
1863	245,784	230,508	557,227	268,613	264,935	241,236	189,145	238,012	308,106	375,567	332,290	348,048	3,302,545
1864	384,837	304,445	338,454	267,126	315,258	275,891	358,862	402,219	407,197	443,634	441,806	412,162	4,120,162
1865	388,996	386,381	413,974	365,180	351,489	387,095	301,613	415,575	486,808	524,790	496,073	351,799	4,326,721
1866	312,846	277,234	412,716	413,970	384,684	338,858	384,401	429,177	486,665	429,546	352,218	4,660,328	
1867	305,857	311,088	379,761	391,163	358,601	304,232	312,579	425,762	487,368	439,435	423,341	379,767	4,315,744
1868	371,041												
<b>Michigan Central:</b>													
1863	242,073	245,558	236,432	238,495	236,453	206,221	193,328	215,449	308,163	375,438	339,794	306,198	3,168,065
1864	252,435	278,848	348,502	338,276	271,553	265,780	263,244	346,781	408,445	410,892	405,510	376,470	3,970,940
1865	306,324	279,137	344,228	337,241	401,456	365,663	329,105	413,601	476,631	490,994	447,670	328,970	4,620,550
1866	282,439	265,796	337,158	343,787	365,196	335,083	324,996	359,646	429,181	493,640	414,694	308,689	4,260,116
1867	304,096	283,661	375,210	362,783	333,952	284,077	314,021	398,998	461,773	506,295	412,934	330,373	4,371,073
1868	343,316												
<b>Milwaukee and St. Paul:</b>													
1867	340,511												
1868	368,487												
<b>New York Central:</b>													
1862	749,163	631,956	710,814	770,223	736,114	610,417	749,571	752,841	892,744	1,018,375	968,228	1,002,768	9,693,244
1863	920,272	790,167	867,590	911,397	839,126	841,156	818,512	840,450	1,070,551	1,041,622	1,045,401	1,157,813	11,089,853
1864	921,831	936,587	969,023	1,106,064	1,004,435	1,029,736	1,055,793	1,276,117	1,450,076	1,227,113	1,187,505	1,116,829	13,357,709
1865	957,869	613,381	956,659	1,346,734	1,255,521	1,132,701	1,162,024	1,495,753	1,624,434	1,526,839	1,486,856	1,117,353	14,578,128
1866	1,086,390	895,887	1,135,745	1,190,491	1,170,415	1,084,533	1,185,461	1,286,911	1,480,629	1,530,518	1,211,108	935,867	14,143,216
1867	901,571	846,858	1,075,778	1,227,286	1,098,781	934,536	1,101,693	1,388,916	1,782,673				
1868													
<b>Ohio and Mississippi:</b>													
1864	210,329	260,466	309,261	269,443	224,957	223,242	263,176	302,596	332,400	278,006	346,243	275,950	3,311,070
1865	239,139	313,914	271,527	290,916	304,463	249,285	344,700	344,700	350,348	372,618	412,553	284,319	3,795,005
1866	267,541	246,109	326,236	277,424	283,130	258,924	247,262	305,454	278,700	310,762	302,426	281,613	3,380,581
1867	242,703	219,065	279,647	284,729	282,939	240,135	234,683	318,166	356,901	379,367	336,065	272,063	3,440,542
1868	211,973												
<b>Philadelphia and Reading:</b>													
1862	192,216	217,161	244,423	268,074	283,996	254,285	388,725	414,707	448,994	463,873	466,557	454,326	4,088,831
1863	385,686	361,834	396,771	429,929	505,517	464,809	451,884	574,486	714,302	816,902	746,955	526,009	6,324,093
1864	436,742	532,786	617,021	669,384	767,178	936,188	711,457	1,170,241	1,126,635	754,551	1,032,149	812,178	

## AMERICAN RAILROAD BOND LIST.

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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Alabama and Florida:							Chicago and Milwaukee:						
Mortgage	\$300,000	7			1887		1st General Mort.	1,725,000	7	Jan. & July.	New York.	1898	86½
Convert. (guar. by Dir.)	150,000	7			1893		Chicago and Great Eastern:						
Alabama and Tenn. Rivers:							1st Mortgage	5,600,000	7	Apr. & Oct.	New York.	1895	80
1st Mortgage convertible	833,000	7	Jan. & July.	New York.	1872		Chicago and Rock Island:						
2d Mortgage	225,705	8			1884		1st Mortgage	1,397,000	7	Jan. & July.	New York.	1870	100
Albany and Susquehanna:							Income bonds	47,000	8	May & Nov.	"	var.	
Mortgage	2,114,000	7	April & Oct.	Albany.	1883		1st Mort. (C. R. I. & Pa.)	6,699,000	7	Jan. & July.	"	1896	93½
Allegheny Valley:							Chicago and Northwestern:						
1st Mortgage	398,000	7	April & Oct.	Pittsburg.	1891		Preferred Sinking Fund	1,250,000	7	Feb. & Aug.	New York.	1885	94
Atlantic and Gt. Western:							General 1st Mortgage	3,600,000	7	"	"	1885	87½
1st Mortgage, N. Y. Division	895,000	7	Jan. & July.	London.	1879		Funded Coupon Bonds	756,000	7	May & Nov.	"	1888	90
2d Mortgage	774,700	7	April & Oct.	"	1881		Consolidated Sinking Fund	3,040,000	7	F. M. A. & N.	"	1915	86½
1st Mortgage, Penn.	2,324,900	7	"	"	1877		Equipment Bonds	165,000	7	Apr. & Oct.	"	1874	75
2d Mortgage	913,500	7	Jan. & July.	"	1882		Equipment Bonds	2,200,000	10	May & Nov.	"	1892-71	97
1st Mortgage, Franklin Branch	349,000	7	June & Dec.	"	1882		Appleton Extension Bonds	184,000	7	Feb. & Aug.	"	1886	82½
1st Mortgage, Ohio Division	3,764,400	7	April & Oct.	New York.	1876		Green Bay Extension Bonds	300,000	7	"	"	1885	75
2d Mortgage	2,880,000	7	Jan. & July.	"	1883		Flagg Trust Bonds	200,000	8	Jan. & July.	"		
1st Mortgage, Buffalo Extension	1,492,000	7	Feb. & Aug.	"	1884		Cincinnati, Hamilton and Dayton:						
1st Mortgage, Silver Creek	200,000	7	March & Sept.	"	1884		2d Mortgage	1,250,000	7	May & Nov.	New York.	1880	90
Consolidated Bonds	16,833,500	7	Quarterly.	London.	1890		3d Mortgage	500,000	8	"	"	1877	
Atlantic and St. Lawrence:							Cincinnati and Zanesville:						
Dollar Bonds (Coupon)	988,000	6	April & Oct.	Portland.	1886		1st Mortgage	1,300,000	7	May & Nov.	New York.	1893	
Sterling Bonds (Coupon)	484,000	6	Nov. & May.	London.	1878		Cleveland and Mahoning:						
City of Portland Loan (Coup.)	1,000,000	6	Various	N. Y., P. & Bos.	98-70		1st Mortgage	850,000	7	Feb. & Aug.	New York.	1873	98
Baltimore and Ohio:							2d Mortgage	587,000	8	March & Sept.	"	1876	
Maryland Sterling Bds of 1893	3,000,000	5	Ja. Ap. Ju. Oc.	London.	1888		Hubbard Branch	105,000	7	"	"		
Mortgage Coupon	1,744,500	6	April & Oct.	Baltimore.	1886	99	Clev. Painesville and Ashtabula:						
"	1850.	6	Jan. & July.	"	1880	96½	Special (Sunbury and Erie)	500,000	7	Jan. & July.	New York.	1878	100
"	894,250	6	Jan. & July.	"	1875	96½	Dividend Mortgage	1,000,000	7	"	"	1880	
"	1834.	6	Ja. Ap. Ju. Oc.	"	1887	98½	Cleveland and Pittsburg:						
Balt. City Loan of 1886	5,000,000	6	Jan. & July.	"	1890	97	2d Mort. (M. L.) or 1st Extension	1,129,000	7	March & Sept.	New York.	1878	99
Bay de Noquet and Marquette:							3d Mort. (M. L.) or 2d Extension	1,619,500	7	"	"	1875	96
Income	100,000	8	April & Oct.	Boston.	1870		4th Mort. (M. L.) or 3d Extension	1,107,546	6	Jan. & July.	"	1892	77
Bellefontaine and Indiana:							Clev. Columbus and Cin.:						
1st Mortgage extended	1,225,000	7	Jan. & July.	New York.	70-99	90	1st Mortgage, Coupon	450,000	7	Jan. & July.	New York.	64-90	
2d Mortgage	433,000	7	"	"	1870	82½	Cleveland and Toledo:						
Income bonds	87,000				1870		1st Mortgage	27,000	7	April & Oct.	New York.	1887	
Belvidere Delaware:							2d Mortgage	126,000	7	June & Dec.	"	1872	
1st Mort. (guar. C. and A.)	1,000,000	6	June & Dec.	New York.	1887	80½	3d Mortgage	692,000	7	April & Oct.	"	1886	98
2d Mortgage (do.)	500,000	6	March & Sept.	Princeton.	1885	81	C. and T. Income (convertible)	6,000	7	March & Sept.	"	1870	
3d Mortgage (do.)	745,000	6	Feb. & Aug.	"	1877		C. and T. S. F. Mortgage	2,022,000	7	Jan. & July.	"	1885	102
Boston Concord and Montreal:							Columbus and Indiana Central						
1st Mortgage	61,000	6	Feb. & Aug.	Boston.	1885		1st mortgage	3,200,000	7	Jan. & July.	New York.		
2d Mortgage	800,000	7	"	New York.	1885	100	2d mortgage	1,000,000	7	May & Nov.	"		
1st Mortgage Coupons	100,000	6	Jan. & July.	Boston.	1870	95½	Columbus and Xenia:						
2d Mortgage Coupons	250,000	7	"	New York.	1870	100	Mortgage	245,000	6	March & Sept.	Columbus.	1890	
Sinking Fund	336,000	6	"	Boston.	1889	93	Connecticut River:						
Boston and Lowell:							Mortgage	50,000	6	March & Sept.	Boston.	1878	96
Mortgage	440,000	6	Jan. & July.	Boston.	1873	100½	Connecticut and Passump. Rivers:						
"	200,000	6	April & Oct.	"	1879	93	1st Mortgage	573,800	6	June & Dec.	Boston.	1876	98½
Buffalo, Bradford and Pittsburg:							Cumberland Valley:						
1st Mortgage	1,766,000	7	Jan. & July.	New York.	1886		1st Mortgage	161,000	8	April & Oct.	Philadelphia.	1904	105½
Buffalo, New York and Erie:							2d Mortgage	109,500	8	"	"	1904	
1st Mortgage coupon	2,000,000	7	June & Dec.	New York.	1877	94	Dayton and Michigan:						
2d Mortgage coupon	280,000	7	May & Nov.	"	1872	87	1st Mortgage	283,000	7	Jan. & July.	New York.	1887	63½
Buffalo and State Line:							2d Mortgage	2,589,000	7	"	"	1881	87
1st Mortgage	500,000	7	April & Oct.	New York.	1886	98½	3d Mortgage	642,000	7	"	"		
Income (1/2 in '99, 1/2 in '72)	200,000	7	Jan. & July.	"	var.		Toledo depot bonds	169,500	7	"	"		
Special Erie and North-East	149,000	7	"	"	61-70		Dayton and Western:						
Burlington and Missouri:							1st Mortgage	289,000	7	March & Sept.	New York.	1882	60
New Land Mortgage	1,429,000	7	April & Oct.	New York.	1870		2d Mortgage	250,000	7	June & Dec.	"	40	
Convertible bonds	600,000	7	Jan. & July.	"	1870		Delaware:						
Old Road bonds	121,160	7	"	"	73-80		1st Mort. guar. by P. W. & B.	500,000	6	Jan. & July.	Philadelphia.	1875	90
Camden and Amboy:							Guaranteed	100,000	6	"	"	1875	
English debt (S. F.) £380,550	1,941,862	6	Semi-annual.	London.	1880		State Loan	170,000	6	"	"	1876	
American Loan	3,336	6	"	New York.	1864		Delaware, Lackawanna and W'n:						
Loan for \$500,000	210,600	6	"	"	1867	100	1st Mortgage (Lack. & Western)	572,000	7	Jan. & July.	New York.	1871	96
" \$800,000	338,040	6	"	"	1870	97	1st Mortgage (E. Extension)	1,222,500	7	April & Oct.	"	1875	99½
" \$675,000	675,000	6	"	"	1875	92	2d Mortgage	1,668,000	7	March & Sept.	"	1881	98
" \$1,700,000	1,700,000	6	Feb. & Aug.	"	1883	88½	Des Moines Valley:						
" \$2,500,000	2,500,000	6	May & Nov.	"	1889	89	1st Mortgage coupon	2,310,000	8	April & Oct.	New York.	1877	97
Consolid. Mort. Loan \$5,000,000	4,437,300	6	June & Dec.	"	1889	97	Income	462,000	7	Jan. & July.	"	1884	80
Camden and Atlantic:							Detroit and Milwaukee:						
1st Mortgage Coupon	541,775	7	Feb. & Aug.	Cooper's Point	1872	90½	1st Mortgage (convertible)	2,500,000	7	Jan. & July.	New York.	1875	75
2d Mortgage	463,000	6	April & Oct.	"	1879	75	2d Mortgage	1,000,000	8	"	"	1886	
Catawissa:							3d Mortgage (convertible)	750,000	10	"	"	1883	
1st Mortgage	279,000	7	May & Nov.	Philadelphia.	1882		4th Mortgage (G. W. R. R.)	500,000	8	"	"		
Central of New Jersey:							Dubuque and Sioux City:						
1st Mortgage	900,000	7	Feb. & Aug.	New York.	1870	101½	1st Mort. (S. F.) coupon 1st Div.	300,000	7	May & Nov.	New York.	1883	87
2d Mortgage	600,000	7	May & Nov.	"	1875	102	Construction bonds, 2d Div'n.	666,000					
Central Ohio:							Eastern (Mass.):						
1st Mortgage W. Div.	450,000	7	May & Nov.	Zanesville.	1880	89	2d Mortgage (convertible)	420,000	5	Jan. & July.	London.	1872	
1st Mortgage E. Div.	800,000	7	Feb. & Aug.	"	1885		3d Mortgage (convertible)	789,200	6	Feb. & Aug.	Boston.	1874	95½
2d Mortgage	800,000	7	March & Sept.	Baltimore.	1885	101	1st M. (State) \$75,000 a y'r after '64	425,000	6	Ja. Ap. Ju. Oc.	"	66-71	
3d Mortgage	950,000	7	"	"	1885	85	Essex Railroad Bonds	214,400	6	"	"	1876	
4th Mortgage (S. F.)	1,205,800	7	"	"	1875	50	East Tennessee and Georgia:						
Income	1,192,200	7	Jan. & July.	"	67-80		Endorsed by State of Tennessee	139,480					
Central Pacific of California:							Mortgage (ordinary)	780,480					
1st Mortgage	1,386,000	6	Jan. & July.	New York.	1886	94½	East Tennessee and Virginia:						
Convertible bonds	1,500,000	7	"	"	1883	99½	State of Tennessee Bonds	1,399,000	6	"	"		
Cheshire:							Endorsed by State of Tennessee	185,000					
Bonds of '75, '77, '80	675,200	6	Jan. & July.	Boston.	75-80	95	1st Mortgage (after State)	74,000					
Chicago, Burlington & Quincy:							2d Mortgage bonds	14,000					
Trust Mort. S. F., convertible	194,000	8	Jan. & July.	New York.	1883	112	Elmira and Williamsport:						
" " " " " "	3,123,000	8	"	"	1883		1st Mortgage	1,000,000	7	Jan. & July.	Philadelphia.	1880	94
Pan Bonds, dated Sept. 20, 1860	880,000	7	March & Sept.	"	1890		Five per cent bonds	570,000	5	April & Oct.	"	60	
1st Mortgage, inconvertible	941,000	4½	July.	Frankfort a.M.	1890		Erie and North-East:						
Chicago and Aurora 1st Mort.	93,000	7	Jan. & July.	New York.	1887	100	Exchanged for Buff. and St. L.	149,000	7	Jan. & July.	New York.	61-70	
Central Military Tract, 2d Mort.	14,000	8	May & Nov.	"	1869		Evansville and Crawfordsville:						
C. B. & Q. Serip	413,250		Jan. & July.	Frankfort a.M.			Mortgage Bonds	1,000,000	7	May & Nov.	New York.	1869	
Chicago and Alton:							Mortgage Bonds	150,000	7	Feb. & Aug.	"	1881	
1st Mortgage	2,400,000	7	Jan. & July.	New York.	1893	101½	Florida:						
1st Mortgage pref. S. F.	482,000	7	May & Nov.	"	1877	102½	Internal Improvement (State)	1,655,000	7	"	"	1891	
Income Bonds	1,700,000	7	April & Oct.	"	1883	91	Free Land, 2d Mortgage	1,600,000	8	"	"	1891	



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Description.	Amount.	Interest.	Interest.		Due.	Price.	Description.	Amount.	Interest.	Interest.		Due.	Price.
			When payable.	Where payable.						When payable.	Where payable.		
Florida, Atlantic and Gulf Centr.: Internal Improvement (State).....	\$300,000	7	-----	-----	1891	-----	Memphis and Charleston State (Tenn.) Loan.....	\$1,595,580	6	Jan. & July.	New York.	1892	-----
Free Land, 2d Mortgage.....	200,000	8	-----	-----	1891	-----	1st Mortgage.....	1,254,000	7	May & Nov.	"	1890	-----
Galena and Chicago Union: 1st Mortgage Coupon.....	1,919,000	7	Feb. & Aug.	New York.	1882	99	2d Mortgage.....	237,000	7	Jan. & July.	"	1895	-----
2d Mortgage (S. F.) Coupon.....	1,173,000	7	May & Nov.	"	1875	97½	Michigan Central: 1st Mortgage Sterling.....	467,480	6	Jan. & July.	London.	1872	-----
Elgin and State Line.....	139,000	7	Jan. & July.	"	1879	-----	1st Mortgage St'g (convertible).....	500,000	8	March & Sept.	"	1869	-----
Mississippi River Bridge.....	200,000	7	Jan. & July.	"	1884	-----	1st Mortgage (convert.) Dollar.....	1,777,000	8	"	N.Y. & Boston	1869	110
Great Western, Ill.: 1st Mortgage Western Division.....	1,000,000	10	April & Oct.	New York.	1868	101	1st Mortgage (convert.) Dollar.....	285,000	8	April & Oct.	"	1882	110½
" Eastern.....	45,000	7	Feb. & Aug.	"	1888	-----	1st Mortgage (S. F.) convertible.....	4,231,500	8	"	"	1892	110½
1st Mortgage whole line.....	2,500,000	7	"	"	1883	83	Mich. Southern and N'n Indiana: Northern Indiana, 1st.....	4,000	7	Feb. & Aug.	New York.	1861	-----
2d Mortgage.....	2,500,000	7	May & Nov.	"	1893	77½	Goshen Air Line.....	651,000	7	Feb. & Aug.	"	1868	97
Hannibal and St. Joseph: Missouri State Loan (1st lien).....	3,000,000	6	Jan. & July.	New York.	73-78	87	Detroit and Toledo.....	924,000	7	"	"	1876	88
Land Security.....	3,344,600	7	April & Oct.	"	1881	90½	1st General Mortgage (S. F.).....	4,863,000	7	May & Nov.	"	1885	99½
Convertible Bonds.....	822,000	7	Jan. & July.	"	1883	97	2d General Mortgage.....	2,093,000	7	"	"	1877	93
Harrisburg and Lancaster: New Dollar Bonds.....	661,000	6	Jan. & July.	Philadelphia.	1883	90	Milwaukee and St. Paul: 1st Mortgage.....	4,593,000	7	Feb. & Aug.	New York.	1893	60
Hartford and New Haven: 1st Mortgage.....	927,000	6	Feb. & Aug.	New York.	1883	99	2d Mortgage.....	1,500,500	7	April & Oct.	"	1884	73
Housatonic: 1st Mortgage.....	202,500	6	Jan. & July.	Bridgeport.	1877	-----	Real Estate Purchase.....	135,500	-----	-----	-----	1874	-----
Houston and Texas Central: State (1st lien) Loan.....	210,000	-----	-----	-----	1866	-----	1st Mortgage (coupon).....	390,500	7	Jan. & July.	New York.	1891	90½
Mortgage.....	125,000	7	-----	-----	1866	-----	Minnesota and Pacific: Real Estate.....	1,200,000	7	Jan. & July.	"	1892	61
Hudson River: 1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	70-70	100½	Mississippi Central: 1st Mortgage.....	1,246,000	7	May & Nov.	New York.	-----	-----
2d Mortgage (S. F.).....	2,000,000	7	June & Dec.	"	1885	103	2d Mortgage.....	1,517,500	7	Feb. & Aug.	"	-----	-----
2d Mortgage.....	1,840,000	7	May & Nov.	"	1875	99½	Mississippi Central and Tenn.: State (Tenn.) Loan.....	529,000	6	-----	-----	-----	-----
Convertible.....	1,002,000	7	"	"	1867	100½	Mississippi and Missouri: 1st Mortgage (convertible).....	1,000,000	7	-----	New York.	-----	-----
Illinois Central: Optional Right Bonds.....	28,000	7	Jan. & July.	New York.	1868	-----	2d Mortgage (S. F.).....	400,000	8	-----	"	-----	-----
Construction.....	6,668,500	7	April & Oct.	London.	1875	-----	1st Land Grant.....	2,612,000	7	-----	"	-----	-----
Construction.....	2,523,000	6	"	New York.	1875	115	Mississippi and Tennessee: Tennessee State Loan.....	167,800	6	Jan. & July.	New York.	1885	-----
Redemption bonds.....	2,568,000	6	"	"	1890	-----	1st Mortgage.....	600,000	6	"	"	1875	-----
Sterling Redemption bonds.....	355,500	7	"	London.	1875	-----	Income Bonds.....	207,500	10	"	Memphis.	1870	-----
Illinois and Southern Iowa: 1st Mortgage.....	300,000	7	Feb. & Aug.	New York.	1882	74	Mobile and Ohio: Tennessee State Bonds.....	1,099,100	6	Jan. & July.	New York.	1882	-----
Indiana Central: 2d Mortgage.....	284,000	10	Jan. & July.	New York.	1870	100	Sterling (1st mort.) Bonds.....	4,187,000	6	"	London.	-----	-----
Indianapolis and Cincinnati: 1st Mortgage.....	500,000	7	Jan. & July.	New York.	1883	91	Income Bonds of 1861.....	148,200	8	"	N. Y. & Mob.	1861	-----
Ind., Pittsburg and Cleveland: 1st Mortgage.....	550,000	7	Jan. & July.	New York.	1870	-----	" 1862-67.....	625,700	8	"	Mobile.	'62-'65	-----
2d Mortgage.....	347,000	7	"	"	-----	-----	" ten years.....	75,342	8	"	"	-----	-----
Indianapolis and Madison: Mortgage.....	640,000	7	May & Nov.	New York.	1881	85	Mongomery and West Point: Mortgage (due 1863 and '65).....	30,500	6	-----	-----	'63-'65	-----
Jeffersonville: 1st Mortgage.....	137,000	7	March & Sept.	New York.	1861	85	Mortgage.....	61,500	6	-----	-----	1866	-----
2d Mortgage.....	392,000	7	April & Oct.	"	1873	66½	Bonds.....	104,000	-----	Jan. & July.	-----	1870	-----
Joliet and Chicago: 1st Mortgage (S. F.).....	500,000	8	April & Oct.	New York.	1883	101	Bonds.....	299,200	-----	"	-----	1876	-----
Joliet and N. Indiana: 1st Mortgage (guar.).....	800,000	8	Jan. & July.	New York.	1874	-----	Bonds.....	639,500	-----	"	-----	1881	-----
Kennebec and Portland: 1st Mortgage (City and Town).....	900,000	6	April & Oct.	Boston.	1870	-----	Morris and Essex: 1st Mortgage (S. F.).....	5,000,000	7	May & Nov.	New York.	1915	90½
2d Mortgage.....	230,000	6	"	Augusta.	1861	-----	2d Mortgage.....	1,500,000	7	Feb. & Aug.	"	-----	84
*Kentucky Centr. (Cov. and Lex.) 1st Mortgage.....	100,000	6	-----	-----	-----	-----	Muscogee: 1st Mortgage.....	249,000	7	-----	-----	-----	-----
1st Mortgage.....	280,000	7	-----	-----	-----	-----	Nashville and Chattanooga: Mortgage (State endorsed).....	1,500,000	-----	-----	-----	-----	-----
2d Mortgage (convertible).....	1,000,000	7	-----	-----	-----	-----	Naugahock: 1st Mortgage conv.....	224,000	7	Jan. & July.	Bridgeport.	1876	-----
Lehigh Valley: 1st Mortgage.....	1,477,000	6	May & Nov.	Philadelphia.	1873	95	New Albany and Salem: 1st Mortgage.....	2,235,000	6	-----	-----	-----	-----
La Crosse and Milwaukee: 1st Mortgage (Eastern Div.).....	875,000	7	May & Nov.	Milwaukee.	1872	-----	N. Hav., N. Lond. and Ston'gton: 2d Mortgage.....	200,000	6	Jan. & July.	New Haven.	1865	91
Lackawanna and Bloomsburg: 1st Mortgage.....	2,024,578	7	Jan. & July.	Philadelphia.	1881	-----	Extension.....	116,000	6	May & Nov.	"	1878	-----
Lexington and Frankfort: Mortgage, due 1869 and '74.....	63,000	6	Jan. & July.	Lexington.	'69-'74	-----	New Haven and Northampton: 1st Mortgage.....	500,000	7	Jan. & July.	New Haven.	1869	-----
Little Miami: Mortgage (coupon).....	1,700,000	6	May & Nov.	New York.	1883	100	1st Mortgage (H. & Hamp.).....	103,000	6	-----	-----	-----	-----
Long Island: State Loan (S. F.).....	100,000	5	Jan. & July.	New York.	1876	92	New Jersey: Company's (various).....	855,000	6	Semi-annually.	New York.	var.	-----
1st Mortgage.....	500,000	6	"	"	1870	-----	New London Northern: 1st Mortgage.....	60,000	7	Jan. & July.	New London.	1871	100
Ext. bonds (Hunter's Point).....	175,000	7	Feb. & Aug.	"	1890	-----	Extension Bonds.....	72,800	6	March & Sept.	"	1885	-----
Ext. bonds (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	-----	N. Or'n's, Jackson and Gt. North: 1st Mortgage Coupon.....	2,741,000	8	Jan. & July.	New York.	1886	-----
Long Dock Co.: Mortgage Bonds.....	2,007,000	7	June & Dec.	New York.	1882	98	2d Mortgage Bonds.....	241,000	-----	-----	-----	-----	-----
Louisville and Frankfort: Louisville Loan.....	100,000	6	Jan. & July.	New York.	1881	-----	N. Orleans, Opelousa, and Gt. West: Louisiana State Loan.....	650,000	6	-----	-----	-----	-----
1st Mortgage.....	120,000	6	"	"	'68-'78	-----	New Orleans City Subscription 1st Mort. Construction.....	1,730,000	8	-----	-----	1899	-----
Louisville and Nashville: 1st Mortgage Main Stem.....	1,594,000	7	Feb. & Aug.	New York.	'68-'77	-----	New York Central: Premium (S. F.) Bonds.....	6,189,954	6	May & Nov.	New York.	1883	93½
Lebanon Branch 1st Mortgage.....	600,000	7	"	"	'70-'85	-----	Bunding (S. F.) Bonds.....	1,514,000	7	Feb. & Aug.	"	1876	103
Memphis Branch 1st Mortgage.....	267,000	7	"	"	'70-'75	-----	Exchanged St'ks (S. F.) Bds.....	594,000	6	May & Nov.	"	1883	-----
Bardonia and Louisville.....	30,000	7	"	"	1870	-----	" [J.B. & N. F.].....	77,000	6	"	"	1883	-----
City of Louisville bonds.....	1,074,000	-----	-----	-----	'86-'87	-----	Real Estate (S. F.) Bonds.....	165,000	6	"	"	1883	-----
Louisville, Cin. and Lexington: 1st Mort. (\$3,000,000).....	1,500,000	7	Jan. & July.	New York.	1897	36	Real Estate Bonds & Mortgages.....	131,315	7	var.	"	1883	130½
Maine Central: Loan \$1,100,000.....	1,092,900	6	-----	-----	'80-'81	-----	Bonds of Aug. 1859, Convertible Bonds of Oct. 1863, [S. F.].....	455,000	7	Feb. & Aug.	"	1876	-----
Loan \$400,000.....	314,100	6	-----	-----	'70-'71	-----	New York and Erie: 1st Mortgage.....	2,900,000	6	June & Dec.	"	1887	93
McMinnville and Manchester: State (Tenn.).....	372,000	6	-----	-----	-----	-----	2d Mortgage.....	3,000,000	7	May & Nov.	New York.	1867	105
Marietta and Cincinnati: 1st Mortgage Bonds.....	2,388,385	7	Feb. & Aug.	Baltimore.	1891	60½	3d Mortgage.....	4,000,000	7	March & Sept.	"	1879	103½
1st Mortgage Sterling.....	1,000,000	7	May & Nov.	"	1891	-----	4th Mortgage.....	6,000,000	7	"	"	1883	100
2d Mortgage.....	24,000	7	"	"	1883	70	5th Mortgage.....	4,441,000	7	April & Oct.	"	1890	94
Scioto & Hocking Val. R. mort. Memphis, Clarkesv. and Louisv. State (Tenn.) Loan.....	300,000	6	-----	-----	-----	-----	6th Mortgage.....	928,500	7	June & Dec.	"	1888	91
Memphis and Ohio State (Tenn.) Loan.....	340,000	6	-----	-----	-----	-----	Buffalo Branch Sterling Bonds.....	186,400	7	Jan. & July.	"	1891	-----
							New York and Harlem: 1st Mortgage.....	3,875,520	7	-----	London.	1876	-----
							Consolidated.....	3,000,000	7	May & Nov.	New York.	1873	108
							2d Mortgage.....	1,000,000	7	Feb. & Aug.	"	1893	100
							3d Mortgage.....	980,300	7	Jan. & July.	"	1867	90½
							New York and New Haven: Mortgage Bonds Coupon.....	1,688,500	6	April & Oct.	New York.	1876	-----
							N. York, Providence and Boston: 1st Mortgage.....	500,000	7	Feb. Aug.	New York.	-----	-----

## AMERICAN RAILROAD BOND LIST.

signifies that the road is in the hands of receivers. (†) that the company is in default in its interest. "S. F." Sinking Fund. "var." that the bonds fall due at different periods

Description	Amount	Interest	Interest		Due	Price	Description	Amount	Interest	Interest		Due	Price
			When payable.	Where payable.						When payable.	Where payable.		
North Carolina:							Richmond and Danville:						
Mortgage Loan	\$339,000	8	Mar. & Sept.		1887		Guaranteed by State	200,000	7	April & Oct.	Richmond	'75-'76	
North-Eastern (S. C.):							Mortgage (Coupon)	322,000	7	Feb. & Aug.	"	1875	63½
1st Mortgage	700,000	7	March & Sep.	Charleston	1889		Mortgage (Registered)	504,000	7	"	"	1873	
2d Mortgage	145,000	7	"	"	1888		Richmond and Petersburg:						
Prof. Stock (see'd 2d mort.b'ds)	155,000	8	May & Nov.	"	1875		Mortgage bonds	180,500	7	June & Dec.	Petersburg	1875	
Northern Central:							Mortgage Bonds	175,000	8	March & Sept.	Petersburg	1870	
Md. State Loan (Irredeemable)	1,500,000	6	Ja. Ap. Ju. Oc.	Baltimore			Rome, Watertown and Ogdensb.:						
York and Cumberland 1st Mort.	175,000	6	May & Nov.	"	1870	95	1st Mortgage (S. F.)	580,000	7	June & Dec.	New York	1891	
York and Cumberland 2d Mort.	25,000	6	Jan. & July.	"	1871		Butland and Burlington:						
Y. and C. guar. by Balt. 3d Mort.	500,000	6	"	"	1877	94	1st Mortgage	1,800,000	7	Feb. & Aug.	Boston	1863	151
Northern Central, 2d Mort.	2,500,000	6	Jan. & July.	"	1885	86	2d Mortgage	937,500	7	"	"	1863	65
North. Cen. 3d Mort. (\$2,500,000)	724,500	6	April & Oct.	"	1900	85½	3d Mortgage	440,000	7	"	"	1863	3
North Pennsylvania:							Sacramento Valley:						
Mortgage	2,500,000	6	April & Oct.	Philadelphia	1875	90	1st Mortgage	400,000	10	Jan. & July.	New York	1875	118
Chattel Mortgage	380,000	10	"	"	1887	113	2d Mortgage	329,000	10	Feb. & Aug.	San Francisco	1881	
Northern (N. H.):							Sandusky, Dayton and Cincinnati:						
Bonds due 1884 and 1874	145,400	6	April & Oct.	Boston	1874	94	1st Mortgage	951,000	7	Feb. & Aug.		1900	75
Norwich and Worcester:							3d Mortgage	148,000	7	"		1875	
Mass. State Loan	195,000	6	Jan. & July.	Boston	1877		Six per cents	73,912	6	"		1878	
Bonds for Dividend Scrip.	50,000	7	"	New York	'64-'74		Sandusky, Mansfield and Newark:						
Steamboat Bonds	98,000	7	Feb. & Aug.	"	'63-'70		1st Mortgage	1,290,000	7	Jan. & July.	New York	1866	
Ohio and Mississippi:							Seaboard and Roanoke:						
1st Mortgage—Eastern Division	2,050,000	7	Jan. & July.	New York	1872	92	1st Mortgage	210,000	7	"		1880	
1st Mortgage—Western	850,000	7	"	"	1872		2d Mortgage	71,000	7	"		1870	
2d Mortgage—Western	750,000	7	"	"	1874		Registered Convertible	128,893	7	"		1873	
Orange and Alexandria:							South Carolina:						
1st Mortgage	400,000	6	May & Nov.	New York	1866		State Loan	187,000	6	"		1868	
2d Mortgage or 1st Extension	1,110,500	6	Jan. & July.	"	1875		Domestic Bonds	284,500	6	Jan. & July.		'73-'74	
2d Extension	570,500	6	May & Nov.	"	1873	58	Domestic Bonds	643,500	7	April & Oct.		'69-'71	
Ogdensburg & Lake Champlain:							Steril. Skg. 1'd b'ds after Jan. 1, '70	2,012,994	5	Jan. & July.	London	1888	
1st Mortgage	1,257,100	7	April & Oct.	Boston	1869	100½	Do. do. do.	273,167	5	Jan. & July.	Charleston	1886	
Oswego and Syracuse:							Southern Mississippi:						
1st Mortgage	386,000	6	Jan. & July.	Oswego	'70-'80		1st Mortgage	500,000					
Pacific (Mo.):							South-Western (Ga.):						
Construction Main Line	1,500,000	7	Jan. & July.	New York	'68-'70	105½	1st Mortgage	437,000			Macon	'75-'85	
Panama:							Steuern and Ind. (P. C. and C.):						
1st Mortgage Sterling	418,000	7	April & Oct.	London	1870		1st Mortgage	1,500,000	7	Jan. & July.	Philadelphia	1870	68
1st Mortgage Sterling	346,000	7	April & Oct.	"	1875		Sunbury and Erie:						
2d Mortgage Sterling	1,150,000	7	Feb. & Aug.	"	1872		1st Mort. (Sunbury to W'msp't)	1,000,000	7	April & Oct.	Philadelphia	1877	98
Peninsula:							Syracuse, Binghamton and N. Y.:						
1st Mortgage	1,075,000	7	March & Sept.	New York	1898	85	1st Mortgage Coupon	1,400,000	7	April & Oct.	New York	1876	
Pennsylvania:							St. Louis, Alton & Terre Haute:						
1st Mortgage	4,980,000	6	Jan. & July.	Philadelphia	1880	100	1st Mortgage (series A)	1,100,000	7	Jan. & July.	New York	1894	95
2d Mortgage	2,621,000	6	April & Oct.	"	1875	97	" " (series B)	1,100,000	7	April & Oct.	"	1894	"
2d Mortgage Sterling	2,283,940	6	"	London	1875		2d " pref. (series C)	1,400,000	7	Feb. & Aug.	"	1894	86½
State Works Bonds	6,700,000	5	Jan. & July.	Harrisburg	1894	102	" " (series D)	1,400,000	7	May & Nov.	"	1894	"
Penobscot and Kennebec:							" " Income (series E)	1,700,000	7	"	"	1894	82
Bangor City 1st Mort. (Coupon)	681,000	6	April & Oct.	Boston	'74-'75		St. L., Jacksonv. and Chicago:						
2d Mortgage (Coupon)	300,000	6	Feb. & Aug.	Bangor	1876		1st Mortgage	1,372,000	7	April & Oct.	New York	1894	
Petersburg and Lynchburg (S. Side):							St. Paul and Pacific 1st Division:						
1st Mortgage ('70-'75)	300,000	6	Jan. & July.	Petersburg	'70-'75		1st Mortgage (10 miles)	120,000	8	March & Sept.		1892	
2d Mortgage (1862-'70-'72)	314,900	6	"	"	'62-'72		1st Mort. (70 m.) 2d mort. (10 m.)	700,000	7	Jan. & July.		1892	
Special Mortgage (1868-'68)	175,000	6	"	"	'65-'68		1st Land Grant Mortgage	1,200,000	7	June & Dec.		1892	
Last Mortgage (1863 to 1869)	42,000	8	"	"	'63-'69		Toledo, Peoria & Warsaw:						
Phila. German'n and Norrist'n:							1st Mortgage	1,800,000	7	June & Dec.	New York	1894	82
Convertible Loan	292,500	6	Jan. & July.	Philadelphia	1885		Toledo, Wabash and Western:						
Philadelphia and Erie:							1st M. (Toledo and Illinois)	900,000	7	Feb. & Aug.	New York	1890	91
1st Mortgage (Sunb. and Erie)	1,000,000	7	April & Oct.	Philadelphia	1877	98	2d M. (L. E. Wab. and St. Louis)	2,500,000	7	"	"	1890	"
1st Mortgage (general)	5,000,000	6	"	"	1881	94½	1st M. (Toledo and Wabash)	1,000,000	7	May & Nov.	"	1878	80½
2d Mortgage (general)	3,000,000	7	"	"	1885	78	2d M. (Wabash and Western)	1,500,000	7	"	"	1878	"
3d Mortgage	4,000,000	8	"	"	1901		Sinking Fund B'ds (T. W. & W.)	1,000,000	7	April & Oct.	"	1871	86½
Philadelphia and Reading:							Equipment bonds (T. & W.)	600,000	7	May & Nov.	New York	1893	72½
Bonds of 1886 (unconvertible)	182,400	5	Jan. & July.	Philadelphia	1880		Vermont Central:						
" 1849, "	2,695,000	6	April & Oct.	"	1870	97½	1st Mortgage Coupon	2,000,000	7	May & Nov.	Boston	1861	72
" 1861, "	106,000	6	Jan. & July.	"	1871	98½	2d Mortgage Coupon	1,500,000	7	Jan. & July.	"	1867	25½
" 1843, "	1,525,300	6	"	"	1880	92½	Vermont and Massachusetts:						
" 1844, "	904,000	6	"	"	1880	91	Mortgage Bonds	924,905	6	Jan. & July.	Boston	1883	93
" 1845, "	101,000	6	"	"	1880	92	Virginia Central:						
" 1849, "	67,000	6	"	"	1880	96½	Mort., guaranteed by State of Va.	100,000	6	Jan. & July.	Richmond	1880	
" 1867, (convertible)	415,500	6	"	"	1886	90	Mortgage (coupons)	206,500	6	"	Richm'd	1872	
" 1868, "	60,000	7	"	"	1886		Mortgage (coupons)	983,000	6	"	New York	1884	
Phila. Wilmington and Baltimore:							State Loan 1859-'60	210,000	6	"	Richmond		
Mortgage Loan	450,000	6	Jan. & July.	Philadelphia	1884	95	Coupon bonds of 1865	68,000	8	"	"	1876	
Pittsburg and Connellville:							Funding Interest bonds	185,089	8	"	"	'70-'77	
1st Mortgage (Turtle Cr. Div.)	400,000	6	Feb. & Aug.	New York	1889	74½	Dividend bonds	121,227	6	"	"	'65-'76	
Pittsburg, Ft. Wayne and Chicago:							Virginia and Tennessee:						
1st Mortgage (series A)	875,000	7	Jan. & July.	New York	1912	103	1st Mortgage	494,000	6	Jan. & July.	New York	1872	
" " (series B)	875,000	7	Feb. & Aug.	"	1912	"	2d Mortgage	23,500	6	"	"	1878	
" " (series C)	875,000	7	Mar. & Sept.	"	1912	"	3d or Income Mortgage	314,500	6	"	"	1905	56
" " (series D)	875,000	7	April & Oct.	"	1912	"	Enlarged Mortgage	698,800	6	"	"	1884	
" " (series E)	875,000	7	May & Nov.	"	1912	"	Warren (N. J.):						
" " (series F)	875,000	7	Jun. & Dec.	"	1912	"	1st Mortgage	650,000	7	Feb. & Aug.	New York	1875	
2d Mortgage (series G)	880,000	7	Jan. & July.	"	1912	97½	Warwick Valley, N. Y.:						
" " (series H)	880,000	7	Feb. & Aug.	"	1912	"	1st Mortgage	85,000	7	April & Oct.	New York	1880	84
" " (series I)	880,000	7	Mar. & Sept.	"	1912	"	Watertown and Rome:						
" " (series J)	880,000	7	April & Oct.	"	1912	"	Mortgage (new bonds)	709,500	7	March & Sept.	New York	1880	
" " (series K)	880,000	7	May & Nov.	"	1912	"	Western (Mass.):						
" " (series L)	880,000	7	June & Dec.	"	1912	"	Sterling (£289,900)	4,319,520	5	April & Oct.	London	'68-'71	
2d Mortgage	2,000,000	7	April	"	1912	92	Dollar Bonds	936,500	6	"	Boston	1875	97½
Bridge Bonds	153,500	7	May & Nov.	Philadelphia	1876		West Jersey:						
Pittsburg and Steubenville:							1st Mortgage	285,000	6	March & Sep.	Camden	1883	87
1st Mortgage	1,000,000	7	Feb. & Aug.	New York	1881	75	2d Mortgage	772,000	7	"	Philadelphia	1896	
Potomac and Watertown:							Western Maryland:						
1st Mortgage guaranteed	521,500	7	June & Dec.	New York	'64-'74		1st Mortgage	596,000	6	Jan. & July.	Baltimore	1890	74½
Quincy and Toledo:							1st Mortgage guaranteed	200,000	6	"	"	1890	94
1st Mortgage	520,000	7	May & Nov.	New York	1890	72	Western Pacific:						
Saleigh and Gaston:							1st Mortgage				N.Y. & Lond.	1895	
Coupon	100,000						Wilmington and Manchester:						
Raritan and Delaware Bay:							1st Mortgage	596,000	7	June & Dec.	New York	1886	
1st Mortgage	1,000,000	7	Mar. & Sept.	New York	1888		2d Mortgage	200,000	7	May & Nov.	"	1873	
2d Mortgage	250,000	7	"	"	1883		Income Bonds	169,000	7	March & Sept.	"	1864	
Equipment Bonds	208,000	7	"	"	1876		Wilmington and Weldon:						
Michigan, Fred. and Potomac:							Sterling Bonds	578,837	6	"	London	1881	
Sterling (£267,000)	224,000	6			1880			197,777	7			1886	



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock" signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "nil." Running dots (....) signify "not ascertained." Land-Grant Railroads are in *italics*.

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.			
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonds and Mortgage Debt.	Other Liabilities.	Gross.				Net.	Dividends.	Price of	
M.	M.	M.	M.	No.	No.	No.									M.	M.			P. c.			
ALABAMA.																						
30 Jun. '60	65.0				50.6			Alabama and Florida	1,451,338	*		877,963	503,500	105,255	1,515,704	54.0		101,102	57,866			
28 Feb. '59	30.3				58.1	2	2	Alabama and Mississippi	461,505	30,991		335,010	109,500	21,632	515,965	30.3		55,791	31,852			
31 May '60	109.6				57.8	11	9	Ala. and Tennessee Rivers	2,261,927	184,906		1,067,006	777,777	240,485	2,476,023	109.6		207,626	111,232			
30 Jun. '59	57.0				171.3			Mobile and Girard	1,500,000							57.0	238,791	76,778	21,006			
31 Dec. '65	469.3				49.4	21	20	Mobile and Ohio	9,258,002	2,189,562		3,615,400	7,661,831	1,591,391	17,922,359	482.5	8 mos	1,324,847	642,490			
28 Feb. '67	88.5	28.4			21	22	123	Montgomery and West Point	2,439,420	308,967	715,199	1,644,194	1,130,706	238,781	3,065,586	116.9	170,707	449,007	139,402			
ARKANSAS.																						
3 Nov. '55	38.5				107.5			Memphis and Little Rock	583,877	*		351,524	446,000	10,735	811,949							
CALIFORNIA.																						
30 Dec. '60	22.5							Sacramento Valley	1,498,850	*		798,850	700,000		1,498,850	22.5		230,251	104,894			
CONNECTICUT.																						
31 July '65	23.8		1.9		6	5	47	Danbury and Norwalk	345,798	66,483	8,256	308,900	100,000			23.8	53,445	103,333	26,249	3		
31 Jan. '66	122.4		17.7		75.1	19	20	Hartford, Provid. and Fishkill	3,902,356	302,511		2,037,940	1,336,740			122.4	319,433	644,725	166,189			
31 Aug. '67	61.4	10.2			26	42	434	Hartford and New Haven	3,238,932	254,000	1,408,095	3,000,000	927,000	104,183	4,466,027	75.2	546,113	1,685,334	892,383	12		
31 Dec. '65	74.0		8.9		10	12	261	Housatonic	2,439,775		347,819	2,000,000	272,500	150,848	2,787,594	124.0	192,989	478,095	65,463			
31 Dec. '66	57.0		2.6		8	11	188	Naugatuck	1,465,639			1,100,000	295,000	34,065		57.0	159,074	419,469	135,922	10		
30 Nov. '67	93.0	8.9	10.0		8	10	30	N. Haven, N. London and Ston.	1,454,040	*		738,588	766,000			93.0		67,143	loss			
30 Nov. '67	100.0				15	13	33	New Haven and Northampton	2,551,142	*		1,384,000	650,000	142,167	2,551,142	30.0	52,463	82,195	loss	2		
30 Nov. '67	100.0				15	13	318	New London Northern	1,402,267	*	173,843	895,000	430,000	277,000	1,602,000	100.0	326,136	382,944	93,894	8		
31 Mar. '67	61.3	1.0	63.8		35	58	410	New York and New Haven	4,877,811	1,021,673	908,906	6,000,000	1,079,500	258,046	8,272,183	117.4	787,826	2,008,260	704,016	10		
30 Nov. '67	59.4	7.0	9.5		20	19	491	Norwich and Worcester	2,468,983	149,711	642,862	2,383,600	629,600	9,172	3,380,367	60.4	364,521	6,043	201,086	19		
DELAWARE.																						
31 Oct. '60	84.3				10.7			Delaware	1,552,257			406,132	870,000	271,877	1,607,084	84.3	136,631	138,970	41,466			
31 Oct. '62	16.2							Newcastle and Frenchtown	704,860		18,535	744,520		6,024	749,544	8.0		27,283	10,290	9		
FLORIDA.																						
— '62	154.2			150				Florida														
30 Apr. '60	32.0		3.0	13.0	3	1	6	Florida and Alabama	582,791	30,556		191,435	195,000	75,894	619,112	32.0		7,817	3,535			
— '62	59.9		5.0					Flo. Atlantic and Gulf Central														
— '62	100.0	3.9	10.0	163.5				Pensacola and Georgia														
GEORGIA.																						
30 Jun. '67	86.7				18	6	88	Atlanta and West Point	1,200,079	*	145,554	1,282,200	35,500	56,575	1,346,632	86.7		391,477	68,880	34		
— '62	92.6		8.7	70.9				Atlantic and Gulf—M. Trunk														
31 Dec. '60	63.0							Augusta and Savannah	1,032,200	*		733,700	129,500			63.0		168,988	96,612			
30 Apr. '60	48.5				23.7			Brunswick and Florida	755,000	*		151,837				48.5						
30 Nov. '66	191.0				49	31	501	Central of Georgia (and Bank)	4,472,000		1,349,923	4,066,800	788,000	138,940	6,688,966	191.0	1,734,749	359,214				
31 Mar. '67	171.0	71.0			44	25	407	Georgia (and Bank)	4,156,000		1,999,361	4,156,000	386,000	241,932	7,175,281	171.0	1,136,142	246,356		64		
30 Nov. '67	102.5				19	16	171	Macon and Western	1,500,000			1,500,000		12,296	1,500,000	102.5	226,241	404,618	312,676	19		
31 July '59	50.0				7	2	107	Muscogee	774,244	162,534		699,960	249,000			50.0		202,714	110,516	8		
1 May '68	68.1				3	4	33	Savannah, Albany and Gulf	1,386,634	62,374		1,275,901	10,200	180,621	1,478,140	68.1						
31 July '67	106.1	100.8	16.2		19	20	267	South Western	3,393,131	414,195	53,895	3,393,989	437,000	146,067	3,856,721	106.1	306,385	1,006,968	332,551	9		
30 Sep. '69	128.0				52	24	705	Western and Atlantic	5,901,497			—	—	—	—	128.0		632,343	454,541			
ILLINOIS.																						
31 Dec. '66	250.0				67	32	1,098	Chicago and Alton	10,118,522	*	2,172,382	6,311,900	3,983,000	498,049	12,290,904	250.0	1,934,115	3,696,183	1,484,616	84		
30 Apr. '67	317.0	83.0			119	56	2,438	Ohio, Burlington and Quincy	12,245,711	2,966,327	2,768,986	10,399,010	5,458,250	385,542	18,987,024	317.0	2,421,666	5,146,962	2,798,463	20		
31 May '67	401.4	661.4	30.0		248	133	5,656	Chicago and Northwestern	41,871,670		3,992,762	28,021,621	16,265,100	1,123,476	45,864,322	401.4	10,161,735	2,236,967		162		
31 Mar. '67	181.8	181.5			42.7	92	48	Chicago, Rock Isl. and Pacific	15,313,322	*	3,192,940	9,100,000	6,148,524	635,456	18,608,768	181.5	1,621,307	5,744,634	1,413,999	10		
31 May '63	174.5	5.5	14.3		21	22	504	Great Western	4,089,561	*		1,648,561	2,350,000		4,214,342	174.5	742,097			98		
31 Dec. '66	454.8	252.5			150	85	3,546	Rhino Central	30,964,453	*	10,523,339	23,416,780	12,144,000		41,478,280	454.8	3,603,862	6,646,741	2,175,447	10		
31 Dec. '66	111.0				112	17	7	Toledo, Peoria & Warsaw	5,217,634	*		3,335,939	1,600,000	121,658	6,239,583	111.0	288,864	561,963	171,967	189		
31 Dec. '66	195.0	14	12.2		46	30	1,002	St. Louis, Alton & Terre Haute	10,700,000			4,000,000	6,700,000		10,700,000	195.0	2,240,744	485,568		50		
INDIANA.																						
— '62	224.0				41	23	765	Chicago and Great Eastern	2,312,344		228,255	1,442,334	1,240,000	4,562	2,726,187	224.0		569,128	246,720	20		
31 Aug. '65	132.0				14	10	157	Evansville and Crawfordsville	1,607,039	26,641	125,587	1,142,834	1,240,000			132.0	246,145	559,128	246,720			
31 Dec. '62	72.4				19	17	266	Indiana Central	2,497,962	274,081	26,641	611,050	1,254,500	15,900	2,102,761	72.4		442,938	168,541			
31 Dec. '58	89.8	20.2			219	313	813	Indianapolis and Cincinnati	2,497,962	540,043	25,689	1,689,900	1,362,284	140,859	3,488,108	89.8		448,858	230,834			
31 Dec. '64	84.0				15	—	—	Ind., Pittsburg and Cleveland	2,736,556		240,322	1,979,000	997,000	106,879	2,978,878	84.0	384,539	771,763	307,832	9		
1 Dec. '62	78.0		11.0		16	14	201	Jeffersonville	1,649,518	*	278,334	1,015,907	621,000		2,176,233	78.0	312,859	627,863	265,156			
31 Mar. '64	86.0	46.0	3.0		17	10	268	Indianapolis and Madison	1,464,347	*		819,900	640,000		1,538,763	86.0		315,172	117,941			
— '68	238.0				26	23		Louisv. N. Albany & Chicago	6,000,000			2,800,000	3,000,000	2,000,000	6,000,000	238.0		645,827	871,402	6		
30 Nov. '66	73.0				26	23	562	Terre Haute and Indianapolis	1,988,160		991,131	1,988,160	5,000	162,255	2,979,281	73.0	448,384	1,049,720	297,126	12		
IOWA.																						
30 Apr. '66	75.5				176.5	11	8	Burlington and Missouri River	3,216,917	*	235,796	1,541,804	1,902,111									

## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

An asterisk (\*) occurring in the column headed "Rolling Stock," signifies that the cost is included in that of "Railroad and Appurtenances." A dash (—) signifies "not Running date (—) signify "not ascertained." Land-Grant Railroads are in "Italics."

Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.										Earnings.			Dividends.	Price of shares.		
	Main Line.	Lateral and Branch Lines.	2nd Track and Sidings.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.				Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trains.	Earnings.						
						Passenger.	Freight, etc.		Railroad and appurtenances.	Rolling Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.	Gross.				Net.						
																				M.	M.			M.	No.
MAINE.																									
30 Nov. '02	55.0	—	—	—	0	4	74	Androscoquin	1,050,000	*	—	151,833	444,638	205,584	757,381	63.5	76,344	79,761	43,461	—	—	—	—	—	
30 Jun. '06	149.0	—	—	—	41	17	349	Atlantic and St. Lawrence	7,064,089	*	—	2,494,900	3,471,500	1,986,870	7,952,380	149.0	878,873	1,116,118	177,878	—	—	—	—	—	
31 Dec. '06	63.0	9.5	8.0	—	12	11	120	Portland and Kennebec	3,000,000	*	—	1,000,000	2,000,000	—	3,000,000	109.5	309,481	612,118	177,428	—	—	—	—	—	
31 May, '07	99.7	9.5	—	—	18	16	283	Maine Central	4,212,201	*	—	1,447,056	2,735,806	120,597	4,301,457	109.2	171,568	489,592	219,502	—	—	—	—	—	
31 May, '07	51.3	—	—	—	14	4	167	Portland, Saco and Portsmouth	1,360,184	*	—	498,485	1,500,000	—	1,858,669	51.3	227,394	529,326	230,826	—	—	—	—	—	
MARYLAND.																									
30 Sep. '06	279.6	7.2	—	—	243	164	3,549	Baltimore and Ohio	21,450,821	3,621,755	18,010,717	16,151,962	9,756,011	1,080,221	43,083,124	286.8	3,798,322	10,096,706	4,437,983	—	—	—	—	—	
30 Sep. '06	30.9	—	—	—	92	54	3,723	Washington Branch	1,050,000	—	—	1,050,000	—	—	2,105,013	39.0	584,849	1,165,286	550,992	—	—	—	—	—	
31 Dec. '06	188.0	4.0	25.0	—	92	54	3,723	Northern Central	9,522,789	1,382,962	1,789,036	4,518,900	5,424,500	1,913,611	12,944,781	326.0	1,788,704	4,042,125	1,167,973	—	—	—	—	—	
MASSACHUSETTS.																									
30 Nov. '07	111.0	19.5	9.3	209.6	18	12	176	Boston, Hartford & Erie	19,242,091	*	—	14,884,000	8,693,250	1,633,667	25,210,407	130.5	297,637	369,577	50,770	—	—	—	—	—	
30 Nov. '07	28.8	1.8	43.4	—	27	28	707	Boston and Lowell	2,470,254	183,345	545,047	1,891,506	944,500	74,006	3,198,544	71.0	326,671	978,068	234,804	—	—	—	—	—	
30 Nov. '07	74.3	8.9	54.7	—	42	67	929	Boston and Maine	4,097,897	627,717	387,187	4,070,974	—	—	5,092,301	147.8	858,737	1,608,167	481,471	—	—	—	—	—	
30 Nov. '07	47.0	7.0	40.0	—	31	47	412	Boston and Providence	3,152,590	207,400	399,367	3,360,000	—	—	3,759,367	61.8	448,521	1,066,147	277,308	—	—	—	—	—	
30 Nov. '07	44.8	24.0	66.6	—	40	71	642	Boston and Worcester	4,334,540	665,360	1,244,615	6,000,000	—	—	6,362,615	63.6	738,666	1,942,590	781,421	—	—	—	—	—	
30 Nov. '07	40.0	1.1	2.7	—	7	12	211	Cape Cod Branch (par 60)	946,761	86,584	66,962	721,226	—	—	1,082,773	47.1	88,388	197,951	61,251	—	—	—	—	—	
30 Nov. '06	60.0	3.4	11.9	—	14	25	205	Connecticut River	1,747,155	189,816	300,144	1,650,000	250,000	—	2,237,115	53.4	255,858	617,143	177,322	—	—	—	—	—	
30 Nov. '07	41.1	50.4	35.4	—	41	70	699	Eastern	4,616,276	622,334	415,000	3,853,966	1,770,400	603,280	6,516,506	94.5	863,222	1,447,046	546,630	—	—	—	—	—	
30 Nov. '07	51.0	42.6	70.9	—	31	33	367	Fitchburg	3,189,551	350,149	468,637	3,540,000	—	—	4,050,280	93.6	506,332	1,101,444	354,744	—	—	—	—	—	
30 Nov. '07	12.9	—	—	—	3	3	40	Fitchburg and Worcester	236,655	40,226	—	248,000	—	—	288,226	13.9	55,195	90,295	18,246	—	—	—	—	—	
30 Nov. '07	12.3	—	—	—	2	3	21	Lowell and Lawrence	382,384	30,274	5,845	200,000	75,000	—	468,433	12.3	381,629	440,241	74,769	—	—	—	—	—	
30 Nov. '07	14.6	—	—	—	12	13	232	Nashua and Lowell	978,919	96,084	81,122	720,000	—	—	1,056,000	21.6	87,000	188,954	45,061	—	—	—	—	—	
30 Nov. '07	20.1	—	—	—	6	12	81	New Bedford and Taunton	462,562	47,018	5,475	600,000	174,000	—	674,000	41.0	76,756	182,954	43,061	—	—	—	—	—	
30 Nov. '07	190.5	10.5	32.3	—	34	60	287	Old Colony and Newport	6,214,824	596,805	909,977	4,848,320	2,870,000	128,066	8,156,306	141.0	826,061	1,881,065	836,510	—	—	—	—	—	
30 Nov. '07	18.6	—	—	—	1	2	3	Pittsfield and North Adams	411,825	31,852	—	450,000	—	—	480,000	18.6	50,080	108,594	27,782	—	—	—	—	—	
30 Nov. '07	43.4	1.0	10.0	—	19	17	682	Providence and Worcester	1,461,945	340,298	19,182	1,800,000	—	—	2,281,429	44.4	321,855	702,946	160,429	—	—	—	—	—	
30 Nov. '07	16.9	—	—	—	3	3	198	Salem and Lowell	381,470	82,543	6,679	243,205	228,900	—	486	470,692	17,500	16,688	—	—	—	—	—		
30 Nov. '07	11.1	0.6	1.6	—	4	8	88	Taunton Branch	250,000	—	43,780	250,000	—	—	293,780	11.7	53,992	217,997	26,845	—	—	—	—	—	
30 Nov. '06	61.1	—	—	—	35.5	—	—	Troy and Greenfield	2,250,056	207,243	93,908	2,880,000	550,246	2,827	3,630,337	77.3	199,126	461,424	62,594	—	—	—	—	—	
30 Nov. '07	69.3	8.0	5.5	—	103	63	1,820	Vermont and Massachusetts	11,108,521	1,583,840	4,699,622	8,725,100	5,764,520	17,391,983	173.6	1,840,391	4,086,707	1,249,295	—	—	—	—	—		
30 Nov. '06	45.7	—	—	—	11	14	229	Worcester & Nashua (par 83)	1,025,000	116,000	124,356	1,141,000	—	—	1,265,356	46.7	250,899	474,362	178,965	—	—	—	—	—	
NEW HAMPSHIRE.																									
31 Mar. '07	93.5	—	—	—	14	10	232	Boston, Concord and Montreal	2,850,000	*	481,345	1,799,000	1,050,000	30,974	3,281,345	93.5	—	467,714	147,122	—	—	—	—	—	
30 Nov. '06	90.0	—	—	—	22	15	271	Cheshire	2,688,907	*	247,281	2,086,925	873,200	—	2,964,185	76.6	422,417	661,617	148,897	—	—	—	—	—	
31 Mar. '07	24.5	—	—	—	28	20	470	Concord (par 50)	1,500,000	*	148,924	1,500,000	—	—	1,746,924	121.4	560,924	941,321	146,888	—	—	—	—	—	
31 Mar. '07	29.3	—	—	—	2	—	—	Manchester & Lawrence	325,000	175,000	—	1,000,000	—	—	1,000,000	Op. by Co.	—	97,925	9,725	—	—	—	—	—	
31 Mar. '07	19.2	—	—	—	—	—	—	Manchester and Northwore.	600,000	—	—	600,000	—	—	600,000	Op. by C.	50,267	48,317	—	—	—	—	—	—	
31 Mar. '07	99.2	12.0	12.5	—	24	23	455	Northern New Hampshire	3,068,400	*	605,862	3,068,400	145,400	14,217	3,674,262	82.2	392,640	681,301	242,998	—	—	—	—	—	
NEW JERSEY.																									
31 Dec. '06	64.2	11.0	8.1	—	—	—	—	Belvidere Delaware	3,456,709	*	—	999,647	2,245,000	846,140	3,857,787	77.5	—	556,742	128,938	—	—	—	—	—	
31 Dec. '06	61.2	42.4	74.9	—	74	95	171	Camden and Amboy	10,099,061	—	4,381,251	7,987,412	10,078,137	—	18,060,549	124.2	—	5,607,662	1,444,705	—	—	—	—	—	
31 Dec. '06	60.2	—	—	—	—	—	—	Camden and Atlantic	1,081,434	—	—	1,081,434	—	—	1,081,434	60.2	—	298,975	129,869	—	—	—	—	—	
31 Dec. '06	74.0	12.9	74.0	—	56	52	1,071	Central of New Jersey	7,708,080	1,964,600	5,250,728	13,000,000	1,600,000	250,400	15,711,102	102.0	2,214,815	3,881,244	1,917,298	—	—	—	—	—	
31 Dec. '06	83.6	—	—	—	24	43	274	Morris and Essex	6,073,931	2,181,111	208,599	3,500,000	6,516,959	124,822	9,025,429	58.0	—	1,020,078	304,869	—	—	—	—	—	
31 Dec. '06	32.8	—	—	—	35	98	180	New Jersey	3,890,328	827,565	1,580,141	6,000,000	855,000	—	6,512,449	38.5	638,632	1,770,892	780,016	—	—	—	—	—	
31 Dec. '06	31.3	—	—	—	2	6	17	Northern New Jersey	487,893	—	—	158,800	280,000	74,740	487,803	24.0	106,871	222,769	22,951	—	—	—	—	—	
31 Dec. '06	65.0	16.0	—	—	—	—	—	Raritan and Delaware Bay	4,068,592	—	—	2,530,700	1,562,890	920,447	4,883,947	81.0	—	335,651	—	—	—	—	—	—	
31 Dec. '06	18.2	—	—	—	—	—	—	Warren	2,000,000	—	59,050	1,547,650	511,400	—	2,659,050	18.2	—	451,297	154,045	—	—	—	—	—	
31 Dec. '06	38.5	—	—	—	—	—	—	West Jersey	1,219,804	—	454,219	1,710,500	1,010,500	—	1,741,560	61.0	—	393,420	69,712	—	—	—	—	—	
NEW YORK.																									
30 Sep. '06	95.5	—	—	—	13	12	216	Albany & Susquehanna	4,285,593	345,098	—	1,675,138	2,114,000	19,643	4,628,691	93.5	191,372	385,199	130,002	—	—	—	—	—	
30 Sep. '06	142.0	—	—	—	23	32	411	Buffalo, New York and Erie	3,369,083	—	—	960,000	2,389,083	Leased	3,218,000	89.0	—	383,966	2,483,761	233,100	—	—	—	—	—
30 Sep. '06	88.3	—	—	—																					



## RAILROAD SHARE LIST, including Mileage, Rolling Stock, etc., etc.

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Years ending.	Railroad.				Equipment.			Companies.	Abstract of Balance Sheet.						Earnings.						
	Main Line.	Lateral and Branch Lines.	2nd Track and Siding.	Road in progress or projected.	Engines.	Cars.			Property and Assets.			Liabilities.			Balance Total, incl. all other assets and liabilities.	Road operated, incl. road leased, etc.	Mileage run by locomotives with trailers.	Gross.	Net.	Dividends.	Price of shares.
						Passenger.	Freight, etc.		Railroad and Appurtenances.	Rolling-Stock.	Other Assets.	Share Capital paid in.	Bonded and Mortgage Debt.	Other Liabilities.							
M.	M.	M.	M.	No.	No.	No.		\$	\$	\$	\$	\$	\$	\$	M.	M.			P. C.		
PENNSYLVANIA.																					
31 Jan. '66	44.0			136.0	13	113	Allegheny Valley	2,350,728	232,046	293,573	1,948,400	614,000	213,542	2,578,842	44.0	134,201	856,277	123,302		18	
31 Oct. '66	387.0	6.0	81.0	14.0	150	106	Atlantic and Great Western	56,357,560		83,348	29,564,408	29,959,900	1,156,519	60,721,124	507.0	2,041,771	4,833,490	1,476,030		18	
31 Oct. '66	65.0	2.6	4.5		21	9	Catawissa	8,634,000			3,350,000	266,000		3,634,000	61.0	227,045	447,062	130,541		18	
31 Oct. '66	74.0				15	12	Cumberland Valley	1,991,037			1,316,900	384,000		1,691,037	74.0	207,024	564,408	252,281	8	831	
31 Oct. '66	113.0				87	17	Del. Lackawanna and West'n	9,987,427	2,912,417		11,298,900	3,270,500	717,222	15,376,322	204.5	1,906,776	7,788,496	714,825	30	1144	
31 Oct. '66	36.0	1.7	6.0		10	8	East Pennsylvania	1,242,081	237,669		654,400	674,900		1,564,740	36.0	199,412	446,078	237,084			
31 Oct. '66	78.0				18	8	Elmira and Williamsport	2,268,079	352,000		1,000,000	1,620,000		2,620,000	78.0	235,143	517,531	—	5	31	
31 Oct. '66	18.5				15	11	Erie and Northeast	700,000		30,000	600,000	400,000		1,000,000	18.5	168,823	620,438	160,700	25		
31 Oct. '66	81.6	2.0	6.2		15	11	Erie and Pittsburg	1,842,290	554,628	225,000	664,300	1,248,704	435,296	2,622,548	81.6	313,902	618,666	255,165			
31 Oct. '66	36.0	13.0	17.9				Harrisburg and Lancaster	1,882,550			1,182,550	700,000		1,882,550	oper. by Penn. R.R. Co.				7	584	
31 Oct. '66	32.0			44.0	4	2	Hempfield	1,616,459	41,340	104,900	1,809,655	600,000	100,000	2,409,555	32.0	47,227	55,692	2,972			
31 Oct. '66	44.0	15.7	11.7	6.0	16	3	Huntingdon and Broad Top	2,188,498			685,130	1,462,140		2,188,498	50.7	194,282	260,906	53,696		16	
31 Oct. '66	80.0	2.0	13.5		21	6	Lackawanna and Bloomsburg	3,789,931	22,315		1,335,000	2,401,645	68,880	3,812,146	82.0	484,760	118,876	286,010			
31 Oct. '66	71.0	57.5	130.0		86	19	Lehigh Valley	9,941,432	3,052,790		2,406,200	1,477,000		12,994,222	128.5	1,078,411	3,719,680	2,260,027	30	321	
31 Oct. '66	28.3	6.0	8.0				Little Schuylkill	1,466,288		1,598,965	2,606,100	888,000		3,604,065	oper. by Reading R.R.				2	27	
31 Oct. '66	138.0						Mine Hill and Schuylk. Haven	3,740,800			3,775,000			3,775,000					8	561	
31 Oct. '66	55.6	11.9	14.8		23	22	North Pennsylvania	6,754,983	665,222	467,050	8,150,150	3,124,737		6,887,236	67.5	345,588	902,213	382,500		32	
31 Dec. '66	354.8	33.3	166.3		452	240	Pennsylvania	25,642,634	3,711,215	15,338,686	20,000,000	18,038,256		44,251,544	366.3	7,080,026	16,383,833	9,675,500	9	324	
31 Oct. '66	17.0	3.0	19.3		19	42	Phila. Germant'n & Norrist'n	1,139,079	283,489	409,956	1,491,850	169,800		1,817,554	24.2	274,879	606,346	247,446	9	664	
31 Dec. '66	287.5				267	71	Phila. and (Sunbury) Erie	17,939,738			5,638,700	15,000,000		600	18,084,200	287.5	1,424,110	2,541,052	454,077	20	
30 Nov. '66	147.0				256	4	Philadelphia and Reading	18,898,403	3,765,774	2,899,568	22,742,867	6,719,562		32,577,548	147.0	4,361,336	10,932,819	6,016,581	10	47	
31 Oct. '66	26.5				50	72	Philadelphia and Trenton	1,369,284		272,223	1,099,120	200,000		1,641,607	26.5	195,478	649,446	316,764	15	124	
31 Oct. '66	96.0				60	72	Phila., Wilmington and Balt.	10,469,300			9,019,300	1,450,000		10,469,300	96.0	880,396	2,700,958	1,067,687	10	66	
31 Oct. '66	58.4				90.6	14	Pittsburg and Connellsville	2,432,068		229,792	1,776,120	1,500,000	78,108	3,349,237	70.9	324,068	639,109	248,906			
31 Dec. '66	468.5				189	121	Pittsb'g, Ft. Wayne & Chicago	24,235,747		2,673,792	27,422,867	12,568,500	1,062,343	29,927,540	468.5	4,945,413	7,497,217	2,319,531	10	101	
31 Oct. '66	28.0				8	13	Shenandoah Valley & Potomac	1,569,450			860,450	700,000		1,569,450	28.0	149,054	348,138	130,392	44	40	
31 Oct. '66	26.1				8	13	Shenandoah Valley & Potomac	1,569,450			860,450	700,000		1,569,450	26.1	149,054	348,138	130,392	44	40	
31 Oct. '66	36.6				8	3	Shenandoah Valley & Potomac	1,569,450			860,450	700,000		1,569,450	36.6	149,054	348,138	130,392	25	65	
RHODE ISLAND.																					
31 Aug. '66	62.0				16	18	N. Y., Providence and Boston	2,568,000			1,755,281	500,000			62.0	340,600	625,641	169,323	12	84	
SOUTH CAROLINA.																					
31 Dec. '66	54.9				47.4	4	21 Charleston and Savannah	801,615	34,372	250,000	705,265	195,265	197,908	1,099,536	51.9						
31 Dec. '66	109.6				13	9	176 Charlotte and South Carolina	1,719,045			1,201,000	384,000		1,006		288,268	151,586				
1 Jan. '67	142.2						Greenville and Columbia	2,439,769	324,161		1,429,008	1,145,000		2,445,546	142.2	341,190	125,871				
28 Feb. '67	102.0						North-Eastern	2,145,131		51,078	898,960	1,028,000		2,722,259	102.0	154,496	317,776	66,687			
31 Dec. '66	136.0	106.0			47	34	343 South Carolina	8,511,967		549,110	5,819,275	5,534,706		447,491	9,827,775	242.0	1,312,738	387,332			
TENNESSEE.																					
30 Sep. '66	47.6				17	11	200 Central Southern (Tenn.)	1,021,489	55,138		505,214	515,000	99,110	1,187,707	47.6		29,967	19,187			
30 June '66	30.0				17	11	200 East Tennessee and Georgia			824,268	657,700	2,175,500	541,858	4,224,347	13.0	139,332	331,871	161,014			
30 June '66	14.0				15	8	185 East Tennessee and Virginia	3,399,984		2,195,331	5,812,728	3,129,530	921,967	9,451,517	291.0	786,331	1,661,612	71,490			
30 June '66	271.6	19.4	20.0		56	50	476 Memphis and Charleston	6,235,655	1,002,601	2,195,331	5,812,728	3,129,530	921,967	9,451,517	291.0	786,331	1,661,612	71,490			
1859.	271.6	16.0	20.0		56	50	476 Memphis and Ohio	2,259,267	141,144		670,000	1,561,000		1,641,607	271.6	195,478	649,446	316,764			
30 Sep. '66	99.2				12	7	92 Memphis, Clarkov. & Louisv.	2,000,000	100,500		298,121	140,000		2,000,000	99.2						
1859.	99.2				12	7	92 Mississippi and Tennessee	3,016,107			825,399	1,666,806	662,659	3,016,107	99.2		597,232	175,729			
1859.	47.4				4	6	46 Mississippi Central and Tenn.	892,747		82,968	817,447	632,500	22,369		47.4	54,175	88,129	44,643			
1859.	34.2				12	2	81 McMinville and Manchester	638,907		56,816	144,584	408,000	6,000		34.2	30,065	22,809	15,892			
30 Nov. '66	149.7	44.0	7.9		39	17	819 Nashville and Chattanooga	5,632,982			2,056,544	1,731,000			149.7		734,118	337,384			
1859.							Nashville and North-western														
1860.	45.8				42	11.7	5	32 Tennessee and Alabama	76,016		695,922	860,000	204,544		45.8	57,950	127,968	87,243			
1859.	30.0				0.6	8.0		Winchester and Alabama			192,962	415,000	408,477		30.0		1,248				
TEXAS, (all aided by State).																					
— '68	32.0							Buffalo Bayou, Braz. & Col'f'do													
— '68	66.0							Galvest. Houst. & Henderson													
— '66	60.0				1.5	7.0	2	40 Houston and Brazoria	1,250,000												
1 May '69	70.0				6.0	250.0	7	124 Houston and Texas Central	4,232,545		275,000	240,000	171,560		70.0	31,800	82,670	196,368			
— '59	25.0				110.0			San Antonio & Mexican Gulf.			455,000	975,000	399,000		25.0	102,200	282,846	196,368			
VERMONT.																					
31 May '67	110.3				6.6	11	10	328 Connect. & Passumpsic Rivers	3,071,687												

## PREFERRED AND GUARANTIED R. R. STOCKS

RAILROADS.	Amount of shares outstanding.	Div'ds		Market Price.
		Rate.	Paid.	
Atlantic & Gt. West'n, O. D. (pref.)	1,919,000	7	7	---
Atlantic & St. Lawrence (guarant'd)	2,464,900	8	8	---
Baltimore and Ohio, (pref.)	3,000,000	7	7	---
Berkshire (guarantied)	600,000	7	7	---
Boston, Concord & Montreal (pref.)	1,840,400	7	7	70
Buffalo, N. Y. & Erie, (guarantied)	875,000	7	7	---
Camden & Atlantic (preferred)	620,300	7	7	24
Catawissa (preferred)	1,150,000	7	7	27
Chemung (guarantied)	380,000	7	7	---
Cayuga & Susquehanna (guarant.)	343,500	7	7	---
Chesapeake (preferred)	2,017,825	7	7	86
Chicago & Alton (preferred)	2,425,400	7	7	138
Chicago & Northwestern (pref.)	14,759,125	7	7	74
Cocheco (preferred)	177,750	7	7	---
Ut. & Passumpsic Rivers, (pref.)	1,750,000	10	10	80
Cumberland Valley (1st preferred)	241,900	8	8	---
" (2d preferred)	243,000	8	8	---
Detroit & Milwaukee (preferred)	1,500,000	7	7	---
Dubuque & Sioux City (preferred)	1,988,171	7	7	80
Elmira, Jeff. & Canandaigua (guar.)	500,000	7	7	---
Elmira & William-port (preferred)	500,000	7	7	---
Erie (preferred)	8,532,910	7	7	40
Hannibal & St. Joseph (preferred)	6,253,366	7	7	79
Harrisburg & Lancaster (guar.)	1,192,100	7	7	80
Housatonic (preferred)	1,180,000	8	8	104
Indianapolis & Madison (pref.)	472,900	8	8	---
Kennebec & Portland (preferred)	372,000	8	8	---
Lackawanna & Bloomsburg (pref.)	500,000	7	7	---
Marietta & Cincinnati (1st pref.)	6,566,125	7	7	31
" (2d pref.)	4,061,744	7	7	13
Michigan S. & N. Indiana (guar.)	787,700	10	10	140
Mill & Prairie du Chien (1st pref.)	3,201,296	8	8	99
" (2d pref.)	841,400	7	7	93
Milwaukee & St. Paul (preferred)	7,370,900	7	7	67
New Haven & Northampton (guar.)	1,010,000	7	7	---
Niagara Br. & Canandaigua (guar.)	1,500,000	6	6	130
Paterson & Hudson (guarantied)	1,000,000	6	6	---
Paterson & Ramapo (guarantied)	943,000	6	6	---
Penn. & Bureau Valley (guar.)	1,200,000	7	7	---
Philadelphia & Reading (pref.)	1,551,800	7	7	---
Philadelphia & Trenton (guar.)	1,000,000	7	7	10
Pittsfield & North Adams (guar.)	450,000	6	6	94
Port, Baco & Portsmouth (guar.)	1,500,000	6	6	---
Rutland & Burlington (preferred)	382,700	8	8	---
" (preferred)	608,176	8	8	---
St. L., Alton & Terre Haute (pref.)	1,700,000	6	7	74
Toledo, Wabash & Western (pref.)	1,000,000	7	7	70
Toledo, Peoria & Warsaw (1st pref.)	1,651,314	7	7	---
" (2d pref.)	908,425	7	7	---
Troy & Greenbush (guarantied)	274,400	6	6	80
Vermont & Canada, (guarantied)	1,600,000	8	8	102
Warren (guarantied)	1,408,300	7	7	---
White Mountains (guarantied)	200,000	5	5	---
Wrightsv. Y. & Gettysburg (guar.)	317,050	2	2	---

## CANAL AND NAVIGATION BONDS.

DESCRIPTION OF BONDS.	Amount outstanding.	Interest.	Payable	Principal payable.	Market Price.
Chesapeake & Delaware:					
1st Mortgage	\$2,087,343	6 J. & J.	1886	93	---
Chesapeake & Ohio:					
Maryland Loan, dollar	2,000,000	6 Qtrly.	1870	---	---
" sterling	4,375,000	6	1890	---	---
Preferred bonds	1,700,000	6	18	30	---
Delaware Division:					
1st Mortgage	800,000	6 J. & J.	1878	82	---
Delaware & Hudson:					
Mortgage	641,000	6 M. & S.	1870	110	---
Delaware & Raritan:					
See Camden & Amb. RR.					
Erie and Penn.:					
Bonds	873,799	7 J. & J.	1865	---	---
Interest Certificates	101,960	6	1868	---	---
Lehigh Navigation:					
1st Mortgage	414,158	6 Qtrly.	1870	---	---
Six per cent. Loan	6,434,361	6	1884	89	---
Monongahela Navigation:					
1st Mortgage	125,000	6 J. & J.	1863	---	---
2d Mortgage	57,000	6	1866	---	---
Morris:					
1st Mortgage	465,500	6 A. & O.	1876	93	---
2d Mortgage	302,750	6 J. & J.	1882	81	---
Boat Loan	232,907	6	---	90	---
North Branch:					
1st Mortgage	800,000	6 M. & N.	1876	65	---
Schuylkill Navigation:					
1st Mortgage	1,764,550	6 M. & S.	1872	86	---
2d Mortgage	3,980,070	6 J. & J.	1882	71	---
Improvement	1,601,070	6 M. & N.	1876	66	---
Susquehanna & Tide Water:					
Maryland Sterling Loan	815,000	6 J. & J.	1865	---	---
Md. stg. loan converted	200,376	6	1866	---	---
Mortgage bonds	998,000	6	1878	61	---
Preferred Interest b'ds.	227,569	6	1878	---	---
Union, (Pa.)					
1st Mortgage	3,000,000	6 M. & N.	1883	15	---
West Branch & Susquehanna:					
1st Mortgage, s'k fund	460,500	6 J. & J.	1878	88	---
Wyoming Valley:					
"	600,000	6 J. & J.	1878	72	---

## CANAL AND NAVIGATION STOCKS

COMPANIES.	Par of Shares.	Amount of Stock.	Dividends.	Market Price.
CANAL AND NAVIGATION STOCKS:				
Chesapeake and Delaware	100	1,343,503	—	39
Chesapeake and Ohio	100	8,229,595	—	—
Delaware Division	100	1,633,350	—	60
Delaware and Hudson	100	10,000,000	10	148
Delaware and Raritan	100	2,298,400	10	—
Erie of Pennsylvania	50	64,000	—	—
Illinois and Michigan	50	6,938,148	10	28
Lehigh Navigation	50	726,800	3	—
Monongahela Navigation	100	1,025,000	10	35
Morris, (consolidated)	100	1,175,000	10	85
" (preferred)	100	—	—	—
North Branch	100	—	—	—
Sault Ste Marie	100	—	—	—
Schuylkill Navigation (consolid.)	50	1,998,207	—	12
" (preferred)	50	2,988,988	—	22
Susquehanna and Tide Water	50	2,048,200	—	16
Union	50	2,787,000	—	34
Union (preferred)	50	1,100,000	6	40
West Branch and Susquehanna	100	—	—	36
Wyoming Valley	50	750,000	16	80

## Wholesale Price Current.

The ton in all cases is to be 2240 lbs.	
IRON—Duty: Bars, 1 to 1 1/2 cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1 1/2 cents per lb.; Sheet, Band, Hoop and Scroll, 1 1/2 to 1 3/4 cents per lb. Pig, 20 per ton; Polished Sheet, 3 cents per lb.	
Pig, Scotch, No. 1	per ton 39 @ 42
Pig, American, No. 1	36 @ 37
Pig, American, No. 2	35 @ 34
Bar, Refined, English and American	80 @ 85
Bar, Swedes, assorted sizes	(gold) 87 50 @ 92
STORM PRICES.	
Bar, Swedes, ordinary sizes	@ 150
Bar, English and American, Refined	95 @ 100
Bar, English and American, Common	85 @ 90
Scroll	125 @ 170
Ovals and Half-round	120 @ 150
Sand	125 @
Horse Shoe	125 @
Rods, 3/4 @ 3-16 inch	100 @ 160
Hoop	133 @ 185
Nail Rod	per lb. 9 @ 10
Sheet, Russia, Med. No.'s	16 @ 17
Sheet, Single, D. and T. Common	5 @ 7
Rails, English	(gold) per ton 53 @
Rails, American (at work)	79 @ 82
STEEL—Duty: Bars and Ingots, valued at 7 cents per lb. or under, 2 1/2 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 2 1/2 cents per lb. and 10 per cent. ad val. (Store prices.)	
English Cast, (2d and 1st qty.)	per lb. 18 @ 23
English Spring, (2d and 1st qty.)	10 @ 12 1/2
English Blister, (2d and 1st qty.)	11 1/2 @ 20
English Machinery	13 1/2 @ 16
English German, (2d and 1st qty.)	14 @ 16
American Blister, "Black Diamond"	11 1/2 @ 17
American Cast, Tool, do.	21 @ 22
American Spring, do.	12 @ 14
American Machinery, do.	12 @ 14
American German, do.	10 @ 12
COPPER—Duty: Pig, Bar and Ingot 2 1/2; old, Copper, 2 cents per lb.; Manufactured, 35 per cent. ad val.; Sheathing Copper and Yellow Metal, in Sheets, 29 inches long and 14 inches wide, weighing 14 @ 34 cts. per square foot, 3 cents per lb. All Cash.	
Sheathing, New	per lb. 35 @ 33
Boils	35 @
Braziers'	35 @
Sheathing, &c., Old	16 @ 18
Sheathing, Yellow Metal	26 @
Boils, Yellow Metal	27 @
American Ingot	23 1/2 @ 23
LEAD—Duty: Pig, 22 per 100 lb.; old Lead, 1 1/2 cents per lb.; Pipe and Sheet, 2 1/2 cents per lb.	
Galena	per 100 lb. 6 @
Spanish	(gold) 6 40 @ 6 50
German Refined	(gold) 6 40 @ 6 75
English	(gold) 6 45 @ 6 87 1/2
Bar	(net) 10 50 @
Pipe and Sheet	(net) 12 @
TIN—Duty: Pig, Bars and Block, 15 per cent. ad val.; Plate and Sheets and Terne Plates, 25 per cent. ad val.	
Banca	(gold) per lb. 26 @ 26 1/2
Straits	(gold) 24 @ 24 1/2
English	(gold) 23 @ 23 1/2
Gold—Currency.	
Plates, I. C. Charcoal, p. box, 8 1/2 @ 8 50	11 75 @ 12 50
Plates, I. C. Coke	7 @ 7 75
Plates, Coke Terne	6 25 @ 9 @ 9 25
Plates, Charcoal Terne	7 75 @ 8 12 1/2 @ 11 75
PETROLEUM—Duty: Crude, 20 cents; Refined 40 cents per gallon.	
Crude, 40 @ 47 gravity (in bulk), per gall.	11 1/2 @ 12
Crude, 40 @ 47 gravity (in shipping order)	17 @ 17 1/2
Refined, free, S. W.	41 1/2 @ 42
Refined, in bond, prime L. S. to W. (110 @ 115 test)	22 @ 23
Refined, in bond, Standard White	21 1/2 @ 25
Refined, in bond, prime White	21 @ 25
Naptha, Refined, (50 @ 63 gravity)	25 @ 26
Residuum	per bbl. 3 @ 3

## New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.												
	Th	13	F	14	Sat	15	M	17	Tu	18	W	19
Atlantic M. S. S. Co.	97 1/2	97	97 1/2	97 1/2	97	97	97	97	97	97	97	97 1/2
Boston, Hartford & Erie	16	16	16 1/2	15	---	---	---	---	---	---	---	14 1/2
California 7s	61 1/2	61 1/2	60 1/2	---	---	---	---	---	---	---	---	59 1/2
Canton Co.	135	135	135	---	---	---	---	---	---	---	---	59 1/2
Chicago & Alton	135	135	135	---	---	---	---	---	---	---	---	59 1/2
" pref.	---	---	---	---	---	---	---	---	---	---	---	102 1/2
" 1 M.	---	---	---	---	---	---	---	---	---	---	---	---
" S. F.	---	---	---	---	---	---	---	---	---	---	---	---
" Inc'd's	---	---	---	---	---	---	---	---	---	---	---	---
Chicago, Burl. & Q.	147	---	---	150	152	---	---	---	---	---	---	---
" 8 p.c.	---	---	---	---	---	---	---	---	---	---	---	---
Ohio, & Northwest'n	61 1/2	60 1/2	60 1/2	60	60	60	60	60	60	60	60	59 1/2
" pref.	75 1/2	74 1/2	75	75	75	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	73 1/2
" 1st M.	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2	87 1/2
" 2d M.	---	---	---	---	---	---	---	---	---	---	---	---
" S. F.	94	---	---	---	---	---	---	---	---	---	---	---
" Consol.	---	---	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2	86 1/2
Chicago & Rock Isl.	89 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2	88 1/2
" 1st M. '70	---	---	---	---	---	---	---	---	---	---	---	98 1/2
Ohl. R. I. & Pa. 7s 1890	98 1/2	95	95	95	95	95	95	95	95	95	95	95 1/2
Olev., Col. and Cin.	107 1/2	107 1/2	108	108	108	108	108	108	108	108	108	108 1/2
Olev. and Pittsburgh	97 1/2	96 1/2	96 1/2	97 1/2	98 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2	97 1/2
" 2 M.	---	99	---	---	---	---	---	---	---	---	---	---
" 3 M.	96	---	---	---	---	---	---	---	---	---	---	---
" 4 M.	77	---	---	---	---	---	---	---	---	---	---	---
Olev. and Toledo	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	112 1/2	110 1/2
" S. F. 7 p.c.	---	---	---	---	---	---	---	---	---	---	---	---
Cumberland Coal, pref.	---	---	37 1/2	36 1/2	---	---	---	---	---	---	---	36
Del. & Hudson Canal	---	---	---	149	---	---	---	---	---	---	---	---
Del., Lack. & West.	114 1/2	---	---	114 1/2	---	---	---	---	---	---	---	114 1/2
" 1 M. S. F. '71-5	---	---	---	---	---	---	---	---	---	---	---	99 1/2
" 2 M. S. F. '81	97 1/2	---	---	---	---	---	---	---	---	---	---	---
Erie	76 1/2	76 1/2	76 1/2	77 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	78 1/2	75 1/2
" pref.	81 1/2	80 1/2	80 1/2	80 1/2	79 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2	80 1/2
" 1 M. T. p.c. '79	104 1/2	---	---	---	---	---	---	---	---	---	---	---
" 2 M. T. p.c. '81	---	---	---	---	---	---	---	---	---	---	---	---
" 3 M. T. p.c. '83	100	---	---	---	---	---	---	---	---	---	---	---
" 4 M. T. p.c. '80	---	---	---	---	---	---	---	---	---	---	---	---
" 5 M. T. p.c. '88	---	---	---	---	---	---	---	---	---	---	---	---
Hudson River	148 1/2	148	---	148	---	---	---	---	---	---	---	---
" 1 M. T. p.c. '69	---	---	---	---	100 1/2	---	---	---	---	---	---	---
" 2 M. S. F.	---	---	---	---	---	---	---	---	---	---	---	---
" 3 M. T. p.c. '78	---	---	---	---	---	---	---	---	---	---	---	---
Illinois Central	138 1/2	138	---	---	---	---	---	---	---	---	---	---
" bonds	116	---	---	---	---	---	---	---	---	---	---	---
Marietta & Cin. 1st pref.	31	32	34	35	33	33	31	---	---	---	---	---
" 2d	---	12	13 1/2	16	14	---	---	---	---	---	---	---
" 1st mort.	---	---	---	---	---	---	---	---	---	---	---	---
Mariposa Mining Co.	8	---	---	---	---	---	---	---	---	---	---	---
" pref.	---	13 1/2	---	---	---	---	---	---	---	---	---	---
" 1st mort.	---	---	---	---	---	---	---	---	---	---	---	---
Michigan Central	113	114	114	---	---	---	---	---	---	---	---	113 1/2
" S. F. S. p.c. '82	---	---	---	---	---	---	---	---	---	---	---	---
" conv. S. p.c. '69	---	---	---	---	---	---	---	---	---	---	---	---
M. and N. I.	93 1/2	93	93	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2	92 1/2
" guard	---	---	---	---	---	---	---	---	---	---	---	---
" 1 M. S. F.	---	---	---	---	---	---	---	---	---	---	---	---
" 2 M.	---	---	---	---	---	---	---	---	---	---	---	---
M. and P. du Chien	---	---	---	---	---	---	---	---	---	---	---	---
" 1st pref.	---	100	98	100	99 1/2	---	---	---	---	---	---	---
" 2d pref.	92 1/2	93	---	---	---	---	---	---	---	---	---	---
" 1st M.	---	---	---	---	---	---	---	---	---	---	---	---
Milw. and St. Paul	50 1/2	---	50	50 1/2	50	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2	50 1/2
" pref.	50 1/2	67	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2	67 1/2
" 1st mort.	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2	89 1/2
" 2d mort.	---	---	---	---	---	---	---	---	---	---	---	---
Missouri 6s	104 1/2	104	---	---	104 1/2	---	---	---	---	---	---	---
" iss. to H. & St. J. R.	---	86	86 1/2	---	87	---	---	---	---	---	---	---
" Pacific	---	---	---	---	---	---	---	---	---	---	---	---
" 1st mort.	---	---	99 1/2	---	---	---	---	---	---	---	---	---
" 2d mort.	---	---	---	---	---	---	---	---	---	---	---	---
New York Central	134 1/2	134 1/2	134	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	133 1/2	132 1/2
" 7s, S. F. '76	---	---	---	103	---	---	---	---	---	---	---	---
" 7s, conv. '76	---	---	---	---	---	---	---	---	---	---	---	---
" 6s, S. F. '83	---	---	---	94 1/2	95 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2
" 6s, S. F. '87	---	---	---	98	---	---	---	---	---	---	---	---
York & Harlem	129 1/2	129	130	131 1/2	130	---	---	---	---	---	---	---
" pref.	---	---	---	---	---	---	---	---	---	---	---	---
" 1 M. T. p.c. '73	---	---	---	---	---	---	---	---	---	---	---	---
" 3 M. T. p.c. '67	---	---	---	---	---	---	---	---	---	---	---	---
Y. and N. Haven	140	140	140	---	140	---	---	---	---	---	---	---
North Carolina 6s	---	---	---	---	---	---	---	---	---	---	---	---
" ex-coupon	51 1/2	51 1/2	52	54	56	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2	56 1/2
" new	---	---	---	---	---	---	---	---	---	---	---	---
Ohio & Miss.	33	32 1/2	32 1/2	34 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2	32 1/2
" pref.	---	---	---	78	---	---	---	---	---	---	---	---
Pacific Mail S. S. Co.	110 1/2	109 1/2	109 1/2	108 1/2	110	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Pennsylvania	315	318	320	321 1/2	---	---	---	---	---	---	---	330
Phila. and Reading	95 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	94 1/2	93 1/2
Sta. Ft. W. & Chicago	102	102	102 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2	101 1/2
" 1 M.	---	---	---	---	---	---	---	---	---	---	---	103
" 2 M.	97 1/2	---	---	---	---	---	---	---	---	---	---	---
" 3 M.	91	---	---	91	---	---	---	---	---	---	---	91 1/2
Rockefeller Mining Co.	---	25	26	24 1/2	---	---	---	---	---	---	---	24 1/2
St. L. Alton & T. H.	50 1/2	50 1/2	---	---	---	---	---	---	---	---	---	50
" pref.	---	75	---	---	74 1/2	---	---	---	---	---	---	74
" 1 M.	---	96	---	---	---	---	---	---	---	---	---	---
" 2 M. pref.	---	---	86 1/2	---	---	---	---	---	---	---	---	86 1/2
" Inc'd's	---	82	---	---	---	---	---	---	---	---	---	82
Tennessee 6s 1890	---	---	---	---	---	---	---	---	---	---	---	---
" ex-coupon	66	---	64 1/2	64 1/2	65	66	66	66	66	66	66	66
" new	60 1/2	60 1/2	61 1/2	63	68	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2	68 1/2
Wab. & West. 4 1/2	47 1/2	47 1/2	47 1/2	---	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2	47 1/2
" pref.	70 1/2	70 1/2	71	71	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2	74 1/2
" 1 M. ex.	91	---	---	---	---	---	---	---	---	---	---	---
" 2 M.	80	80	81	---	---	---	---	---	---	---	---	---
" Int'd's	---	---	---	---	---	---	---	---	---	---	---	---
Virginia 6s	---	---	---	---	---	---	---	---	---	---	---	---
" ex-coupon	46	46 1/2	46	46	48	48	48	48	48	48	48	48
" new	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2	44 1/2



## New York Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.  
Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19

FEDERAL STOCKS:—					
U. S. 5s, 1871, reg.	119	119	119	119	119
U. S. 5s, 1871, coup.	119	119	119	119	119
U. S. 5s, 1874, reg.	119	119	119	119	119
U. S. 5s, 1874, coup.	119	119	119	119	119
U. S. 5s, 1885, coup.	119	119	119	119	119
U. S. 5s, 10-40s, coup.	105	104	105	105	105
U. S. 5s, 10-40s, reg.	101	101	101	101	101
U. S. 5s, 1881, reg.	111	111	111	111	111
U. S. 5s, 1881, coup.	112	112	112	112	112
U. S. 5s, '81, O.W.Ly.	111	111	111	111	111
U. S. 5s, 1881, '47	111	111	111	111	111
U. S. 5s, 1887, reg.	111	111	111	111	111
U. S. 5s, 1888, reg.	111	111	111	111	111
U. S. 5s, 1888, coup.	139	139	139	139	139
U. S. 5s, 5-20s, reg. '62, 108	108	108	108	108	108
U. S. 5s, 5-20s, c. '62, 111	111	111	111	111	111
U. S. 5s, 5-20s, reg. '64	109	109	109	109	109
U. S. 5s, 5-20s, c. '64, 109	109	109	109	109	109
U. S. 5s, 5-20s, reg. '65	109	109	109	109	109
U. S. 5s, 5-20s, c. '65	109	109	109	109	109
U. S. 5s, 5-20s, r. n. '65	107	107	107	107	107
U. S. 5s, 5-20s, c. n. '65, 107	107	107	107	107	107
U. S. 5s, 5-20s, r. n. '67, 108	107	107	107	107	107
U. S. 5s, 5-20s, c. n. '67, 108	107	107	107	107	107
7.30 Notes, 2d series	107	107	107	107	107
" 8d series	107	107	107	107	107

## Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.  
W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18

Catawissa	27	23	23	23	23
Camden & Amboy	125	125	125	125	127
" 6s, '70	97	97	97	97	97
" 6s, '75	88	88	88	88	88
" 6s, '85	88	88	88	88	88
" mort. 6s, '85	90	90	90	90	90
Del. Div. Canal	51	51	51	51	51
Elmira & Wmport	40	40	40	40	40
" pref.	95	95	95	95	95
" 7s	29	29	29	29	29
Lehigh Navigation	87	87	87	87	87
" 6s, '84	52	52	52	52	52
Lehigh Valley R. R.	96	96	96	96	96
" 6s	56	56	56	56	56
Little Schuylkill R. R.	57	57	57	57	57
" 7s	56	56	56	56	56
Minehill	57	57	57	57	57
Morris Canal	85	85	85	85	85
" pref.	93	93	93	93	93
" 6s, '70	32	32	32	32	32
North Pennsylvania	108	108	108	108	108
" 6s	44	44	44	44	44
" 10s	56	56	56	56	56
Northern Central	100	100	100	100	100
Pennsylvania R. R.	100	100	100	100	100
" 1st m.	90	90	90	90	90
" 2d m.	90	90	90	90	90
Penn. State 6s 1st series	107	107	107	107	107
" 6s, 2d series	107	107	107	107	107
" 6s, 3d series	109	109	109	109	109
" 6s, W. L.	103	103	103	103	103
Philadelphia City, 6s	98	98	98	98	98
" new	102	102	102	102	102
" mun.	103	103	103	103	103
Philad. Germ. & Nor.	47	47	47	47	47
Phila. & Reading	47	47	47	47	47
" 6s, '86	27	27	27	27	27
" 6s, '70	27	27	27	27	27
Philadelphia & Erie	27	27	27	27	27
" 6s	12	12	12	12	12
Philad. & Sunbury, 7s	22	22	22	22	22
Schuylkill Navigation	71	71	71	71	71
" pref.	66	66	66	66	66
" 6s, '82	16	16	16	16	16
" 6s, '76	61	61	61	61	61
" 6s, '72	17	17	17	17	17
Sung. Canal	60	60	60	60	60
" 6s, '78	10	10	10	10	10
Union Canal, pref.	103	103	103	103	103
" 6s, '83	103	103	103	103	103
Wyoming Valley Canal	103	103	103	103	103
" bonds	103	103	103	103	103
Hestonville, (Horse)	11	11	11	11	11
Chestnut & Wal.	45	45	45	45	45
Green & Coates	28	28	28	28	28
2d and 3d streets	59	59	59	59	59
Spruce & Pine	59	59	59	59	59

## Baltimore Stock Exchange.

Actual Sale Prices for the week ending Feb. 18.  
W. 12. Th. 13. F. 14. Sat. 15. M. 17. Tu. 18

Baltimore City 6s, 1875	99	99	99	99	99
" 1880	97	97	97	97	97
" 1870	99	99	99	99	99
" 1890	99	99	99	99	99
" 1893	94	94	94	94	94
Balt. and Ohio	131	131	131	131	131
" b'ds, '82	94	94	94	94	94
" 7s	94	94	94	94	94
" 8s	94	94	94	94	94
" 8s	94	94	94	94	94
Northern Central	100	100	100	100	100
" b'ds, 1885	100	100	100	100	100
" 1900	100	100	100	100	100
City Passenger R. R.	100	100	100	100	100

## Boston Stock Exchange.

Actual Sale Prices for the week ending Feb. 19.  
Th. 13. F. 14. Sat. 15. M. 17. Tu. 18. W. 19

Boston and Albany	148	148	148	148	148
Boston and Lowell	125	125	125	125	125
Boston and Maine	135	135	135	135	135
Boston and Providence	16	16	16	16	16
Boston, Hartford & Erie	16	16	16	16	16
Cheshire, pref.	66	66	66	66	66
Concord	122	122	122	122	122
Connecticut River	114	114	114	114	114
Eastern	114	114	114	114	114
Fitchburg	127	127	127	127	127
Manchester & Lowell	118	118	118	118	118
Michigan Central	118	118	118	118	118
Northern, N. H.	118	118	118	118	118
Ogdens & Lake Champlain	63	63	63	63	63
Old Colony & Newport	94	94	94	94	94
Ph. W. & Baltimore	55	55	55	55	55
Port'd, Saco & Portland	99	99	99	99	99
Vermont & Canada	99	99	99	99	99
Vermont & Mass.	57	57	57	57	57
Broadway (Horse)	99	99	99	99	99
Cambridge	99	99	99	99	99
Metropolitan	60	60	60	60	60
Middlesex	46	46	46	46	46
Central Mining Co.	27	27	27	27	27
Copper Falls	22	22	22	22	22
Franklin	14	14	14	14	14
Huron	14	14	14	14	14
Isle Royale	7	7	7	7	7
National	7	7	7	7	7
Minnesota	3	3	3	3	3
Pewabic	9	9	9	9	9
Pittsburg	27	27	27	27	27
Quincy	30	30	30	30	30
Rockland	4	4	4	4	4

## London Stock Exchange.

The following were the closing prices for American Securities Jan. 24th and 31st:

	Closing	Prices
United States, 5-20s, 6 per cent 1882	71 1/2	72 @ 72 1/2
Do. do. 6 do. 1884	70	70 @ 72
Do. do. 6 do. 1885	70 1/2	71 @ 71 1/2
Do. do. 6 do. 1886	87	87 @ 89
Do. Bonds 5 p. ct. 1874	70	70 @ 72
United States 10-40s, 5 per ct. 1904	67 1/2	67 1/2 @ 68 1/2
Massachusetts State 5 per cent	86	86 @ 87
Virginia State, 5 per cent	50	50 @ 52
Do. 6 per cent	30	30 @ 32
Atl. & Gt. Western, N. Y. sec., 1st mort., 1880, 7 per cent	55	55 @ 60
Do. do., 2d mort., 1881	53	53 @ 58
Do. Penn., 1st mort., 1877	55	55 @ 60
Do. do., 2d mort., 1882	55	55 @ 60
Do. do., consol. mort. bonds, 1890	24 1/2	24 1/2 @ 25
Detroit and Mil. 1st mort. 7 p. c. 1884	58	58 @ 61
Do. 2d mort. 8 per cent	59	59 @ 63
Erie shares, \$100 (all paid)	49 1/2	49 1/2 @ 49
Do. Preference ditto	71	71 @ 74
Do. 3d mort., 1883, 7 p. c.	62	62 @ 66
Illinois Central, 6 p. c., 1875	88	88 @ 92
Do. \$100 shares (all paid)	88 1/2	88 1/2 @ 87
Do. 7 p. c., 1875	78	78 @ 80
Marietta & Cin. R. R. bonds, 7 p. c.	65	65 @ 67
Mich. Cen. convertible, 1860, 8 p. c.	68	68 @ 72
Do. S. F. 1st mort., 8 p. c., 1882	67	67 @ 70
New York Central \$100 shares	104	104 @ 106
Panama R. R. 2d mort., 1872, 7 p. c.	104	104 @ 106
Penn. R. R. bonds, 2d mort. con. 6 p. c.	91	91 @ 93
Phil. & Erie 1st mort., 1881, (guaranteed by Penn. R. R.)	82	82 @ 84
Do. with option to be paid in Phil.	82	82 @ 84

## American Railroad Journal.

Saturday, February 23, 1888.

## Stock Exchange and Money Market.

Money has been quite abundant all the week, and rates have been barely steady, at 4@5 per cent. on call, and 5 1/2 @ 7 per cent. per annum in the discount form. The banks have been losing ground a little, in the line of deposits and legal tender reserve, partly through the drain into the Sub-Treasury, and partly through the moderate increase in the requirements of general business; while they have been gaining slowly in the specie reserve. They report a loss of \$2,375,497 in legal tender, and \$1,084,720 in deposits, with a gain of \$369,582 in specie, as the result of the past week's business. Their loans have been increased \$460,434, and their circulation has been reduced \$53,538. The exhibit was not regarded by the speculative element of the street as an encouraging

one; yet it did not materially affect Stock or Gold values. The Sub-Treasury has added some two and a half millions to its cash balances. The improvement in general trade, though confined thus far to the leading kinds of domestic produce, including cotton and cotton goods, has tended to quicken the mercantile demand for accommodation; but this inquiry has been by no means active. According to the latest Washington advices (to Feb. 18), the coin balances of the Treasury Department have been augmented over 5 1/2 millions since the 1st inst., or from 98 1/2 millions to 104 millions, and there have likewise been some additions made to the currency reserves. The specie reserve of the city banks is now \$24,192,954, against \$14,792,626 same time last year. The city bank deposits are now \$216,759,828, against \$196,072,292 week ending Feb. 16, 1887. The legal tender reserve amounts to \$63,471,762, against \$64,642,490 same time last year. The circulation now stands at \$34,043,296, against \$32,956,309 same time last year. The loans are now \$271,015,970, against \$253,131,828 at this date last year. The Bank Exchanges at the Clearing House, through the past week, averaged \$91,753,581 a day, against a daily average of \$99,540,433 the preceding week, and \$106,241,504 the week ending with Feb. 1, 1888. The current week's exchanges average about \$91,600,000 a day. The city banks, last week, lost \$2,375,497 of legal tender, and \$1,084,720 in the deposit line, while they gained \$369,582 of their specie reserve. They increased their loans, \$460,434; and their circulation, \$53,538.

The Philadelphia Bank movement the past week shows a decrease in loans, of \$9,502; a decrease of \$24,721 in specie; a decrease in legal tenders of \$113,772; a decrease of \$836,133 in deposits; and a decrease of \$1,598 in circulation. The Bank Clearings show a decrease of \$3,998,956, and the balances, a decrease of \$97,719.

National Bank notes to the amount of \$151,810 were issued last week, making the total issue to 1,673 banks thus far, \$306,282,641, against \$282,555,440 at the close of the fiscal year ending June 30, 1886. From the total issue is to be deducted the currency returned, including worn out notes, amounting to \$6,653,415, leaving, with the existing 1,639 banks, (having an aggregate capital of \$419,845,790,) an actual circulation at this date, of \$299,629,266. The United States bonds held by Treasurer Spinner in trust for National Banks as security for circulating notes amount to \$341,819,800; and for the public deposits, \$37,877,950—making a total of \$379,197,750. The Treasury Department last week redeemed and destroyed \$597,700 of worn and mutilated fractional currency, and issued \$520,500 of new.

The U. S. Sub-Treasury receipts, week ending with Feb. 15, were \$9,483,311, including \$2,312,666 from customs duties; payments, \$6,566,483, including \$438,000 of coin interest; balance at the close of the week, \$104,353,674, against \$101,436,846, at the close of the preceding week, showing an increase of \$2,916,848. The business of the Office during the first two days of the current week, was as follows: Receipts on Monday, \$1,340,713 including \$592,281 from customs; and payments, \$1,101,178; on Tuesday, receipts, \$1,706,727 including \$547,109 from customs, and

payments, \$1,162,507. The balance at the close of business on Tuesday stood at \$105,187,429, against \$102,957,685 a week previous; and \$99,584,225 on Feb. 4, 1868.

The aggregate issue of coin certificates by the U. S. Sub-Treasury, in this city, up to date of latest local report was \$245,869,740; aggregate redemptions, \$209,565,000; leaving outstanding certificates to the amount of \$35,804,740. The latest report from the national capital made the outstanding amount of coin certificates on the 18th inst., \$28,700,000, against \$20,104,580 on the 1st of January.

Government revenues have been on a more liberal scale, in the customs line; but have been unusually limited in the form of excises. The excises, last week, yielded over six million, against \$1,452,627 the preceding week; customs at the port of New York \$2,312,666 and at the outports, about \$800,000 (in coin) more, making the grand total income for the week equal to about \$5,966,500 in currency. The total receipts of the National Treasury, from excises, during the fiscal year ending with July 30, 1867, were \$265,920,474, against \$310,906,984 the preceding fiscal year; and \$211,129,529 fiscal year ending with June 30, 1865. The receipts thus far in the new fiscal year, which began on the 1st of July, have been about \$125,000,000.

Government received \$7,541,247 from customs, through the port of San Francisco, from Jan. 1, to Dec. 31, 1867, against \$7,189,763 in 1866, \$6,812,368 in 1865, and \$6,378,385 in 1864. The receipts from the same source, during the first ten days of January, 1868, were \$187,956, against \$98,080 same time last year.

A much less confident speculative movement has been noted in gold, since our last. The offerings, even for prompt delivery, have been more extensive; while the investment demand has been on a reduced scale. There has been a somewhat livelier call from the importing interest for custom house purposes; but the export inquiry has been quite moderate, despite the increased firmness and buoyancy in the foreign exchange market. The range of the price, through the week, has been from 141 $\frac{3}{4}$  down to 139 $\frac{1}{2}$ , and the latest figures were 140 $\frac{1}{4}$  on a drooping market. The specie shipments on Wednesday were unexpectedly light, having been confined to \$103,200 by the *Java* for Liverpool. On Tuesday of this week, the Treasury Department held a coin reserve of 104 millions, of which \$28,700,000 belonged to private deposits, as represented by outstanding coin certificates, issued through the Government office in this city. A Washington dispatch states that it has been informed that the receipts of gold from customs from this date to May 1, will be \$28,000,000, making an aggregate of \$108,000,000, out of which there is payable on the 1st of March next, \$4,500,000, due on the ten-forty bonds; and on the 1st day of May, about \$27,000,000, interest due on the five-twenty bonds; leaving a balance on hand of gold, after paying all expenses, of \$98,500,000, or \$71,000,000 after the coin certificates are deducted. These estimates are in case no sales of gold are made between the periods.

The total imports of specie at this port from Europe, and other foreign ports since Jan. 1, 1868, have been \$410,580, against \$159,664

same time last year. The customs demand for Gold last week, averaged \$385,444 a day; thus far, this week, it has been equal to \$569,695 a day, or equal to a weekly aggregate of \$3,418,170. The arrivals of specie from Europe, Havana and other foreign ports, during the week were \$129,714, and from California, none. The total customs revenue of the Government, in coin, at this port, during the calendar year of 1867, was \$116,958,654, against \$130,222,092 same time in the preceding calendar year. The customs revenue, at the port, thus far, in the current fiscal year, commencing with July 1, 1867, has been \$68,703,723, against \$77,828,889 same time in the preceding fiscal year. The total receipts of California gold at this port in 1867, were \$27,677,556, against \$42,740,913 in 1866, showing a decrease in 1867, of \$15,063,357. The receipts of California gold, at this port, thus far, in the current fiscal year, commencing with July 1, 1867, have been \$19,967,774 against \$28,422,940 same time in the preceding fiscal year, showing a decrease of \$8,455,166 in 1867-'68. The exports of specie from this port, last week, were \$767,394, against \$563,497 same week last year. The exports of specie, hence, since July 1, 1867, have been \$36,949,068, against \$21,022,134 same time in 1866-'7. The total outflow of specie from the port, in 1867, was \$51,841,678, against \$62,553,700 in 1866. Government disbursed last week through the U. S. Sub-Treasury here, on account of the coin interest on the public debt \$438,000, and since July 1, 1867, \$50,871,520, against \$33,431,408 same time in 1866-'7. The total coin interest disbursements through the Government office, in 1867, was \$61,871,348, against \$48,680,377 in 1866. The specie exports from San Francisco, from Jan. 1, to Dec. 31, 1867, reached \$40,671,797, against \$44,365,668 1866, \$44,426,172 in 1865, and \$55,707,201 in 1864. The exports from San Francisco, from Jan. 1, to Jan. 29, 1868, were \$2,915,476, against \$3,692,507 same time last year.

The offerings of prime bankers' drafts on London and Paris have been less extensive, since our last, while there has been a rather more liberal supply of produce bills. The demand has been moderate; yet the leading dealers have advanced their asking rates a fraction, the market closing firmly, though without special activity, for the steamers of Wednesday.

Bankers' prime sixty day bills on London closed on Wednesday at 109 $\frac{3}{4}$ @109 $\frac{1}{2}$ , and on Paris to 5.17 $\frac{1}{2}$ c.@5.13 $\frac{3}{4}$ ; sight bills on London to 110@110 $\frac{1}{4}$ , and on Paris to 5.12 $\frac{1}{2}$ c.@5.11 $\frac{1}{4}$ . The offering of produce bills have been more extensive this week. The week's exports of domestic produce and miscellaneous goods from this port have been to the currency value of \$3,686,417, against \$3,297,924 same week last year; total, since July 1, 1867, \$114,086,195, against \$118,420,062 same time in 1866-'67. The total value of exports of produce and merchandise in 1867, was \$189,688,044, against \$192,329,554 in 1866.

A less active trade has been reported in the line of the public funds, which, however, have not been offered freely. In the absence of anything like a brisk movement, prices have yielded a fraction. The depression in Gold has had but little influence on values. At the close, the available supply of both bonds and notes was quite meagre,

particularly of the new 5-20s, of the Ten-Forties, and of the Seven-Thirties. Government has not been recently marketing any of the new Five-Twenties, and we believe that none of the authorized but unissued Ten-Forty bonds have been disposed of, during the week. The latter class of bonds have grown rapidly in favor with export buyers, in view of the specific promise in the creating act of the payment of the principal, as well as the interest, in coin. Government was bidding 107 $\frac{1}{2}$  for Seven-Thirties on Wednesday in this market, but it secured no considerable amount of the notes at this rate, which was also freely bid by the street brokers. The conversions of Seven-Thirties thus far in February have been very light, less than two millions. The outstanding balance of this loan on the 1st inst., was \$214,953,850, as against the original aggregate issue of 830 millions, through the Government Loan Agency of Mr. Cooke.

Government through the Sub-Treasury in this city, has paid off \$4,807,800 of the matured loan of 1847-'67, since Jan. 1, 1868.

U. S. sixes of 1881 closed here on Wednesday at 117 $\frac{1}{2}$ @112; U. S. Five-twenties of 1862, 111 $\frac{1}{4}$ @111 $\frac{3}{8}$ ; U. S. Five-twenties of 1864 at 109@109 $\frac{1}{2}$ ; U. S. Five-twenties of 1865 at 109 $\frac{3}{4}$ @109 $\frac{1}{2}$ ; U. S. Five-twenties of 1865, consolidated, 107 $\frac{3}{4}$ @108; U. S. Five-twenties of 1867, 108 $\frac{1}{2}$ @108 $\frac{1}{4}$ ; U. S. Ten-forties at 105 $\frac{1}{2}$ @105 $\frac{1}{4}$ , and U. S. Seven-thirties at 107 $\frac{1}{2}$ @107 $\frac{3}{8}$ . The brokers are buying the compound interest notes at the following rates, and selling at an advance of  $\frac{1}{8}$ @ $\frac{1}{4}$  of 1 per cent. on these figures:

May, 1865 .....	117 $\frac{1}{2}$	September, 1865.....	116 $\frac{1}{8}$
August, 1865.....	116 $\frac{1}{2}$	October, 1865.....	116
U. S. three per cent. certificates .....	100 $\frac{1}{4}$		

The latest quotations at the London Stock Exchange compare as follows with former returns:

	Feb. 5.	Feb. 12.	Feb. 19.
Consols .....	93 $\frac{3}{8}$	93 $\frac{1}{4}$	92 $\frac{3}{4}$
U. S. 5-20's of 1862.....	72	71 $\frac{3}{4}$	72
Erie .....	48	48	49 $\frac{3}{8}$
Ill. Central.....	87	88 $\frac{1}{2}$	88 $\frac{3}{4}$

The railway and miscellaneous stock market has been quite active, excited, and variable, since our last. The prominent movement has been in Erie shares, in which there have been unusual fluctuations, as the result of the daring intrigues of the conflicting speculative interests. The whole market sympathized more or less closely, all through the week, with the disturbed course of Erie. The dealings on Wednesday indicated much hesitancy and weakness in the general speculation.

Domestic produce has attracted more attention, particularly plain, Grain, Provisions, Cotton and Cotton Goods. Prices have been firmer as a rule, especially for Cotton, which closed buoyantly on Wednesday on the basis of 24 for middling uplands, per lb. The stock of cotton now here is estimated at about 45,000 bales. The receipts at the port this week, have averaged about 3,500 bales a day. The receipts at all the shipping ports from Sept. 1, 1866, to Aug. 31, 1867, were 1,951,998 bales, against 2,154,476 bales the preceding cotton year; exports, 1,554,664 bales, against 1,557,054 bales the preceding year; estimated stock at close of the year, 80,296 bales against 253,000 bales same time last year. The receipts at all the ports, since Sept. 1, 1867, have been 1,410,000 bales, against 1,240,000 bales



same time last year; exports, same time, 861,000 bales, against 607,000 bales same time last year; stock on hand at latest dates, 850,000 bales, against 640,000 bales same date last year. At the Live Stock Market, this week, beeves have been in good demand and firmer ranging from 12@20 cents per lb.; week's receipts, 4,926. Veal calves, at from 9@13½ per lb.; receipts, 582. Sheep and lambs, at from 4¼@8¾c. per lb.; receipts, 23,301. Swine, at from 8½@9¼c. per lb., all live weight; receipts, 8,388. In the line of foreign goods, more activity has been reported in dry goods, and groceries, with a moderate trade in other articles. The total imports of foreign dry goods, last week, were \$1,278,902, and the total amount marketed \$1,616,960. The value of foreign merchandise imported last week, was \$2,758,918—making the grand total specie value of last week's imports of dry goods and merchandise, \$4,037,820, against \$5,772,153, same week last year; total since July 1, 1867, \$140,007,798, against \$169,038,354 same time in 1866-'67. The aggregate for the year 1867, was \$242,478,575, against \$277,043,050 in 1866. The ocean freight market has been less active; rates have been quoted easier. For Liverpool we quote flour at 2s. 6d@3s. by sail, and 3s. 6d@4s. by steamer, per bbl.; grain at 8½d.@9d. by sail, and 9½d.@10d. by steamer, per bushel; cotton at ¾@1½d. by sail, and 7½@1½d. by steamer, per lb.; and heavy goods at 30s.@35s. by sail, and 40s.@50s. by steamer, per ton. Total number of vessels in port on Wednesday 509.

The New York exports, exclusive of specie, for the week ending Feb. 18, and since the beginning of the year, compare as follows:

	1867.	1868.
For the week.....	\$3,297,924	\$3,686,417
Prev. reported.....	20,430,501	19,256,893

Since January 1..... \$23,728,425      \$22,948,310

The New York imports for the week compare as follows:

	1867.	1868.
Dry goods .....	\$1,699,087	\$1,278,902
Gen. merchandise.....	4,073,066	2,758,918

Total for the week..... \$5,772,153      \$4,037,820  
Previously reported.... 24,892,785      18,552,617

Since January 1..... \$30,664,988      \$22,590,437

The balance in the Sub-Treasury on Wednesday was \$105,725,647 57.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

**New York.**—Buffalo N. Y. and Erie 1st mort., 94; Chicago and Great Eastern 1st mort., 80; Chicago and North Western Interest bonds, 90; Toledo and Wabash Equipment bonds, 72½; Toledo, Peoria and Warsaw 1st mort., E. D., 82; Great Western 2d mort., 77½; Cleveland, Painesville and Ashtabula R.R., 108; New Jersey Central, 117; do., 1st mort., 101¼; Hannibal and St. Joseph, 73; do., pref., 80; Dubuque and Sioux City, 53; Rensselaer and Saratoga, 83; Lehigh Valley, 104; Joliet and Chicago, 95; Georgia 7s, 82; Ohio 6s, 1886, 102; New York State 7s, Bounty Loan reg., 109; do., 6s, 1872, 103; Illinois coupon bonds, 99½; Kentucky 6s, 95; Indiana 5s, 93½; Central Coal, 41; N. Y. Guano, 11; Boston Water Power Co., 20; Adams' Express Co., 75; Wells-Fargo Exp., 41; Merchants' Union

Exp., 35; Am. Exp., 70; U. S. Express, 73½; Western Union Telegraph, 84½; do., 7s, 81½; Phoenix Bank, 105; Bank State of New York, 112; Bank of Commerce, 120; Am. Exchange Bank, 121; Metropolitan Bank, 130; Ocean Bank, 103; Fourth National Bank, 104; Continental Bank, 103; Gallatin National Bank, 108; Tenth National Bank, 100; Importers' and Traders' Bank, 120; Merchants' Ex. Bank, 110; Bank of Commonwealth, 109; Bank of North America, 106; American Flag, 0.87; Alameda Silver, 1; Benton Gold, 0.40; Consol. Gregory Gold, 4.75; Corydon, 0.42; Combination Silver, 60.00; Davidson Copper, 0.50; Edgehill Mining, 3.25; La Crosse Gold, 0.75; Liberty, 0.05; Midas Silver, 0.80; Montana, 0.60; New York Gold, 80; Quartz Hill Gold 1.80; Rocky Mt., Gold, 0.35; Smith and Parmalee, 3.15; Texas Gold, 0.12; Walkill Lead, 0.41; United States Pet., 2.25; Buchanan Farm, 0.41; Rynd Farm, 0.10; Bennehoff Run Oil, 1.80.

**Philadelphia.**—West Philadelphia R. R., 65½; Harrisburg and Lancaster R. R., 65½; Philadelphia and Trenton R. R., 124¼; North Penna. 7 per cent. scrip, 80; Steubenville and Indiana 1st mort., 68; West Jersey R. R. 6s, 89; West Chester 7s, 97½; Phila., Wil., and Balt. 6s, 95; Phila. and Reading 6s, 1844-'80, 93½; Pittsburgh 5s, 73; Allegheny County coupon 5s, 74½; Pennsylvania State 5s, 1870, 99; Chesapeake and Delaware Canal, 39; Lehigh Coal and Navigation 6s, gold loan, 94; New Creek Coal, ¼; Fulton Coal, 5½; Shamokin Coal, 4½; Green Mt., 3¼; Big Mt., 4½; St. Nicholas Coal, 1; Ocean Oil, 2¾; Feeder Dam Oil, 5½; Corn Planter, ¼; Manufacturers' Bank, 31; Mechanics' Bank, 32; Girard Bank, 60; First National Bank, 140. The latest quotations are: City 6s, 98@99; do., free of tax, 102½@103; State 5s, reg., 98@99; do., coupon, 98@99; do., 6s, W. L., 102½@103; Reading, 46¼@46½; do., 6s, 1870, 98@—; do., bonds, 92½@94; Camden and Amboy, 126½@127; do., mort., 6s, 1889, 96¾@97; do., 1883, 88¾@88¾; Penn. R. R., 55@55½; do., 1st mort., 100@100½; do., 2d mort., 97@97; Little Schuylkill R. R., 26@28½; Morris Canal, 30@40; do., pref., 85@87; do., bonds, 90@92; Wyoming Valley Canal, 36@40; do., 6s, 73@78; Susquehanna Canal, 15¼@16½; do., 6s, 61@62½; Sch. Nav., 12¼@14; do., pref., 22@23; do., 6s, 1882, 71½@72; Union Canal bonds, 16@17; Delaware Div. Canal, 50@50½; do., bonds, 84@89; Elmira and Williamsport, 30@31½; do., pref., 40@40½; do., 7s, 1873, 95@97; do., 5s, 59@62; Lehigh Coal and Navigation, 28½@28¾; do., bonds, 1884, 87½@88; North Pennsylvania, 32@33; do., 6s, 88@89; Philadelphia and Erie, 26½@26¾; do., 6s, 94¾@95¼; Minehill, 56½@57; Catawissa, 8@10; do., pref., 27½@28; Lehigh Valley, 51¼@52; do., bonds, 95@95½; Fifth and Sixth streets, (horse), 36@40; Second and Third, 59@59½; West Philadelphia, 65@66; Spruce and Pine, 25@26; Green and Coates, 29@29½; Chestnut and Walnut, 45@46; Thirteenth and Fifteenth, 17¼@17¾; Girard College, 26@27; Tenth and Eleventh, 64@64½; Union, 37@37½; Hestonville, 10½@10½.

**Boston.**—Vermont Central 1st mort., consolidated, 72; Old Colony and Newport 6s, 1875@1876, 95½; do., 7s, 102¼; Cheshire R. R. 6s, 1880, 95; Vermont Central and Vermont and Canada R. R. 8s, 1887, 102; Boston, Hartford and Erie 7s, 67; do., scrip, 40; Ogdensburg 1st mort.,

100¼; Eastern R. R. 6s, 1874, 95½; Union Pacific R. R. 6s, 1895, 95; New York and Boston Air Line 6s, 57; Rutland R. R., 30¼; Boston and Lowell, new, 107½; Cape Cod R. R., 69¾; Ogdensburg and Lake Champlain pref., 102¾; do., Equipment 8s, 102; Boston Water Power Co., 20¾; Cary Imp. Co., 8¾; Maine 6s, 1880, 100¼; Rhode Island 6s, 1883, 101¾; New Hampshire 6s, 1884, 100; Connecticut 6s, 100; Cook Co., Ills. 7s, 97; Bath 6s, 1889, 91; Roxbury 5s, 1877, 92¼; Boston 6s, 1877, currency, 103; Augusta 6s, 1887, 98¼; Cairo City 6s, 1886, 75½; Chicago 7s, sewerage, 99½; Albany 6s, 1886, 95½; St. Louis 6s, gold, 100; do., 1866, currency, 85; Chicago 7s, W. L., 1888, 98¾; do., school fund, 98; Eliot National Bank, 110¼; Merchants' National Bank, 119½; North National Bank, 119; National Bank of Commerce, 123½; National Bank of Redemption, 115; Allouez Mining Co., 3¼; Bay State, 2½; Concord, 2¾; Calumet 30¼; Dana, 70c.; Dudley, 50c.; Hancock, 5½; Hecla, 40; St. Clair, 3; Star, 50c.; Tremont, 62½c.

**Baltimore.**—Virginia coupon 6s, new, 41¼; do., old, reg., 40¾; Baltimore City 5s, 80½; Marietta and Cincinnati 1st mort., 90¾; do., 2d mort., 70; N. W. Va. 3d mort., 98; Richmond and Danville R. R. bonds, 63¼; Western Maryland R. R. bonds, 74½; do., guar. by Washington Co., 77; Central Ohio R. R., 87; do., 1st mort., 89; George's Creek, 68; Balt. and Cuba S. & M. Co., 48½; Bank of Baltimore, 112; Franklin Bank, 13¾; Marine Bank, 34; Farmers' and Planters' Bank, 32¾; Peoples' Bank, 18¼; Farmers' and Merchants' Bank, 46; Western Bank, 30; Howard Bank, 11½; Union Bank, 61½; Third National Bank, 102½; National Exchange Bank, 97. The latest quotations are: Balt. and Ohio, 130@130¼; do., 6s, 1875, 96½@96¾; do., 1880, 96@96½; do., 1885, 98½@98¾; Northern Central, 43¾@44; do., bonds, 1885, 84¼@85; do., 1900, 83@85; Parkersburg Branch, 20@—; N. W. Va., 1st mort., 94@—; do., 2d mort., 93½@—; do., 3d mort., 1873, 92½@92¾; do., unguaranteed, 17@18; Marietta and Cincinnati 7s, 1891, 90½@90¾; do., 2d mort., 70@72½; Central Ohio, 37@38; do., 1st mort., 89@90; Western Md. 6s, 1890, 70@70½; do., guar., 94@94½; Maryland 6s, coupon, 1870, 102@102; do., Ins., 100@101½; do., 1890, 100@102; Baltimore 6s, 1870, 98@98½; do., 1873, 96@—; do., 1875, 99@99; do., 1886, 97½@98; do., 1890, 98¾@99; do., coupon, 100@—; do., Park, 98½@98¾; do., 1893, 94@98½; do., 5s, 1838-70, 80@80; City Passenger R.R., 18½@19; Canton Co., 56½@—; Gardner, 0.80@1.00; Am. Gas Coal, 0.15@0.19; Maryland Anthracite Coal, 2@4½; George's Creek, 68½@70; Santa Clara, 1.50@1.70; Balt. Chrome, —@0.35; Bare Hill, 0.35@0.45; Atlantic Coal, 0.72@0.80; Mineral Hill, 0.20@0.24; Baltimore Coal, 290@—.

A company has been formed at Ellsworth, Kansas to build a railroad thence to Fort Larned. The road will open up a fertile, rich and beautiful valley, along which a road can be constructed at a comparatively trifling expense. The distance from Ellsworth to the valley is about thirty-seven miles, and there are no engineering difficulties in this part of the route. After the valley is reached the route is a direct one on a nicely level route to Fort Larned.

## Railroad Earnings.—Weekly.

The earnings of the Chicago and Northwestern Railroad for 2d week in Feb., 1868...\$177,267 37  
Corresponding week previous year .. 148,287 42

Increase .....\$33,979 95

The earnings of the Detroit and Milwaukee Railroad for the week ending February 13, 1868, were .....\$19,718 00  
Corresponding week of 1867..... 24,623 00

Decrease .....\$4,905 00

The earnings of the Atlantic and Great Western Railway for the first week in Feb., 1868, were .....\$88,094 00  
Corresponding week previous year... 83,243 00

Increase .....\$4,851 00

The earnings of the Chicago and Rock Island Railroad for the first week in January, 1868, were .....\$73,800 00  
Corresponding week of previous year.. 63,200 00

Increase .....\$20,600 00

The earnings of the Michigan Southern and Northern Indiana Road for the 2d week in Feb., 1868, were .....\$74,150 00  
Corresponding week of 1867..... 72,683 00

Increase .....\$1,467 00

The earnings of the Toledo, Wabash and Western Railroad for the 2d week of Feb., 1868, were .....\$59,731 56  
Same week in 1867..... 53,950 94

Increase .....\$5,780 62

## Columbus, Chicago and Indiana Central Railway.

At a meeting of the stockholders of this company held at Columbus, Ohio, on the 12th inst., the following gentlemen were elected directors for the ensuing year: W. D. Thompson, Frederick R. Fowler, W. D. Judson, Amos Tenney, Henry Morgan, James W. Elwell and Lawrence Wells of New York; Joseph T. Thomas, of Pennsylvania; Joseph E. Young, of Illinois; John S. Newman and J. T. Conness, of Indiana; Benj. E. Smith, W. Dennison, J. Gardner and John R. Hillyard, of Ohio. Benj. E. Smith was elected President, Gordon Moodie, Secretary, and James Alexander Treasurer.

The Cumberland *Alleghanian* says that Mr. Hughert, the President of the Pittsburg and Connellsville R. R. Co., has promised that the cars shall run from Connellsville to Cumberland within one year from the date of the restoration of the charter.

The Pittsburg *Gazette* of 10th inst., says: "We feel warranted in announcing that within 30 days the work requisite to complete the Connellsville Railroad will be advertised for letting, and the whole will be finished probably in the space of a year, or at furthest, within 16 months."

Books of subscription to the capital stock of the Sussex Valley R. R. Co. were recently opened at Deckertown. Two gentlemen, one from Goshen, and the other of Branchville, each subscribed \$90,000, thus covering the whole amount of the capital stock (\$175,000) and \$5,000 over.

The Directors of the Whitehall and Plattsburg Railroad Co., have placed under contract the grading and bridging of about sixteen miles of their road, from Fort Henry to Ticonderoga, to be completed and ready for the ties by the 1st of Nov. next. Messrs. George F. Harris & Co., the parties who are constructing the northern portion of the road, are the contractors.

## Journal of Railroad Law.

## LIABILITY OF RAILROADS AS COMMON CARRIERS.

The facts in the recent case of Coyle vs. Western Railroad Co. (47 Barb. 152) were as follows: The action was brought against the defendant as a common carrier, to recover the value of one hundred and one half beer barrels which were delivered to the defendant at one of its freight depots at East Albany, N. Y., on the 5th day of July 1861, for transportation to Boston, directed to a person in that city. On the evening of this day, the barrels, while in the possession of the defendant were destroyed by fire, which took place accidentally. On previous occasions, it had been the habit of the plaintiff to send receipts for the company to sign, on delivery of the last load. This practice was omitted at this time. The defendant who was the appellant had in its employ a receiving and shipping clerk, whose duty and practice it was, when notified of the delivery of the goods for transportation to correct, tally and check them and hand his account to the book-keeper, who entered them in a book kept for the express purpose, and by this book the goods were shipped. Unless receipted the goods were not shipped. The barrels which were afterwards consumed by fire, had not been tallied, counted, booked or receipted. Some evidence was produced to show the receiving agent was present at the delivery of some of the articles and was notified of such delivery. Among other things it was found by the Judge, that the barrels were delivered for transportation, and received by the defendant as a common carrier, and that the plaintiff was entitled to recover for their value and interest \$220 22; for which amount judgment was entered, and the defendant then appealed to the general term.

By the Court, MILLER, J. The question to be determined in this case is whether the defendant sustained the relation of common carrier, or warehouseman in reference to the property which was delivered by the plaintiff, and which is the subject matter of this controversy.

I think it is quite clear that the defendant received the barrels as freight, to be transported on the railroad of the company and was liable as a common carrier, for the loss occasioned by the fire which consumed them.

The evidence establishes that the barrels were delivered at one of the freight houses of the defendant, at the usual place for transacting such business and received by persons in the employ of the railroad company. The defendant's agent was present when a portion of the property was delivered, and according to the testimony of one of the witnesses, directed where it should be put.

I think there can be no doubt that the barrels were placed by the defendant's employees in the freight house, for the convenience of the company, with a view and for the purpose of facilitating their transportation to the place of destination for, which they were designed, and to which they were directed. These were not placed there to remain for any period of time, but to be forwarded at the earliest practicable period. Under such circumstances it is manifest that the defendant received the property for the purpose of transportation and not as a warehouseman, and that the company is liable as a common carrier. (Angell on carriers § 131, 144. Story on Bailm, 536. Edw.

on Bailm, 446, 489. Redf. on Rail 246, 248. Blossom vs. Griffin 13 N. Y. Rep. 569 Ladue vs. Griffith 25 id. 364).

Several objections are urged to the alleged delivery of the property, but I am of opinion that they are not valid, and cannot be upheld.

It appears to me, that there is sufficient evidence to warrant the conclusion that the parties, received the property, were authorized to do so; that the delivery was brought home to the knowledge of the defendant's, that notice was given to those who acted for the defendant and the property was accepted for carriage.

The delivery was complete, so far as the plaintiff was concerned, as he had nothing more to do. The taking of a receipt for the property was not essential to complete the delivery. It was for the plaintiff's benefit and the defendant cannot complain, because he thus failed to protect himself by a written acknowledgement of the delivery, instead of relying upon verbal proof of that fact, should it be required.

Nor do I think that anything remained to be done by the consignor, or his agent, after the delivery of the property to the railroad company before they were ready to transport it.

The counting, checking and entering the property upon the books of the company for shipment were matters connected with the course of business of the defendant which were for the protection and the benefit of the railroad company, and which could not in any way effect the delivery. Suppose these had all been entirely neglected and the goods had been shipped before they were consumed and had been lost or destroyed; would the defendant have been exonerated? certainly not, for the very apparent reason, that these were acts of the defendant, and the plaintiff could not be made to suffer by their omission.

The property having been received into the possession of the defendant, in accordance with the usual course of business, the delivery was perfect and complete and the defendant is liable as a common carrier, for its loss. There was no error in the finding of the court, or in the refusals to charge as requested. The latter were based upon the questions already discussed, and it is therefore not essential to examine them at length.

The judgment must be affirmed, with costs.

[Albany Gen. Term, March 5, 1866, Miller, Ingalls and Hogeboom, Justices.]

## Boonsboro' Br. of the Washington Co. R.R.

James Brown, Esq., of Boonsboro', delegated by the citizens of that place, in a public meeting, visited Baltimore last week, for the purpose of conferring with the president and directors of the Baltimore and Ohio Railroad, upon the subject of a branch road, from the main stem of the Washington County Railroad to Boonsboro'. Mr. Brown was very kindly received, as is manifested in the fact that the company will, at an early day, place a corps of engineers upon the line, with a view to an experimental survey of the route.—*Hagerstown Mail*.

The Portland and Rochester Railroad is progressing very favorably. The splendid bridge at Saco River is now completed, and the work of leveling up the track between the river and that portion running to Waterboro' and Alfred is going on. Station houses have been built at Waterboro' and Alfred.



**Commerce of New York.**

The foreign imports at New York for the month of January, are officially stated as follows:

	1867.	1868.
Entered for consumpt'n.	\$11,046,856	\$7,855,830
Do. for warehousing....	9,087,702	6,647,871
Free goods .....	717,810	778,296
Specie and bullion .....	126,719	136,574

Total entered at port...	\$20,979,087	\$15,418,571
Withdrawn fr. wareh'use	9,880,484	6,731,624

The foreign imports at New York for seven months ending January 31st, were:

	1867.	1868.
Entered for consumpt'n.	\$86,087,723	\$70,424,231
Do. for warehousing....	62,894,173	53,333,519
Free goods .....	6,682,782	5,846,786
Specie and bullion.....	8,524,562	1,886,217

Total entered at port...	\$164,189,240	\$131,490,753
Withdrawn fr. wareh'se	59,627,912	54,019,789

The duties received at New York for seven months ending January 31st, were:

	1867.	1868.
Six months ending		
Jan. 1 .....	\$60,531,571 82	\$54,731,301 44
In January .....	9,472,248 48	7,133,428 42

Total 7 months....	\$70,008,820 30	\$61,864,729 86
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The exports from New York to foreign ports in the month of January, were:

	1867.	1868.
Domestic produce .....	\$12,911,689	\$13,766,496
Foreign free goods .....	114,207	12,680
Do. dutiable.....	422,751	669,151
Specie and bullion .....	2,551,351	7,349,825

Total exports.....	\$15,999,998	\$21,798,152
Do. exclusive of specie.	13,448,647	14,448,327

The exports from New York to foreign ports for seven months ending January 31, were:

	1867.	1868.
Domestic produce.....	\$95,313,522	\$100,829,047
Foreign free goods....	361,896	162,097
Do. dutiable .....	2,363,886	4,600,568
Specie and bullion.....	19,322,621	34,556,111

Total exports .....	\$117,361,905	\$140,147,823
Do. exclusive of specie	98,039,284	105,591,712

A railroad from Hanover Junction, on the Northern Central Railway, to Peachbottom Ferry, is in contemplation. The total length of the new road will be about twenty-five miles, and the distance between York and Peachbottom, by this route, some thirty-three miles.

A meeting in behalf of the projected White Lake Railroad, was recently held at Barryville. Some 200 shares of the capital stock were subscribed, in addition to the 400 shares taken at previous meetings. A Board of Directors was chosen with the following officers: M. T. Morse, President; R. Morrison, Vice President; F. W. Johnston, Secretary, and J. E. Gardner, Treasurer.

Active operations are at once to be commenced on the extension of the Warwick Valley road. Ground has already been broken for the road from Newton to Franklin, and it is expected the cars will be in running order by the 1st of July next.

The Legislature of West Virginia passed an act on the 6th inst., amending a former law, providing for the completion of a line of railroad from the waters of the Chesapeake to the Ohio River, in which a majority of the voters of a county or city shall be sufficient in voting on subscriptions to the road. No registration is required to enable persons to vote on this question.

[From the American Railway Times.]

**Kerosene Oil for Lighting Cars.**

Mr. Editor:—There have been several railway accidents during the past few weeks, in which passenger cars have been burned, resulting in one instance in a serious loss of life; and it has been stated that the use of kerosene oil for lighting the cars, has in some cases caused or increased the fires. As kerosene oil is so generally used, it may relieve the minds of many travellers to know that this statement is not correct, and that, with ordinary care, kerosene is not only the best light, but also a safe light for railway cars. In the accident at Angola, near Buffalo, which occurred in the day time, there were no kerosene lamps in the cars, but candles were used when lighting them; the fire was caused entirely by the stoves. The explosion of a lamp in a car on the Erie road, a short time ago, was not kerosene, but a mixed oil, in a lamp made specially for burning it. In the burning of the palace car "City of Chicago," on the Chicago, Burlington and Quincy Railway, on the 2d inst., it is not known with certainty how the fire was caused. The Chicago Tribune, of the 6th, says "the rear part of the car had taken fire probably from the over-heating of a stove pipe near the roof," and adds, "It was thought by some that this accident was caused by the explosion of one of the kerosene lamps in the car; but the officers of the road are confident that this was not the case, but that it started from the stove, as stated." The same paper, reporting the accident from the breaking of a rail and burning of cars on the Pennsylvania road, says, "The cars were lighted with candles, and the stoves bolted to the floor, protected with wrought iron casing, and the doors of the stoves locked. The cars took fire from the candles. During the last week two cars lighted with kerosene were thrown from the track, on the Boston and Providence Railway; one car was thrown flat on to its side, and the other about half way over. The stoves were firmly fastened down with iron straps. The lights were at once put out by the rough motion of the car, as would usually be the case with kerosene, and no further damage was done. If roads will be careful to purchase oil which will stand a fire test of 115°, which they can always do by the use of a pyrometer, or "oil-tester," kerosene may be used with safety.

A meeting was recently held at Modena, to consider the feasibility of uniting with Newburgh in building the Newburgh, New Platz and Kingston Railroad. Thos. Hatt, Esq., presided, and Dr. Hasbrouck acted as Secretary. The meeting was addressed by Homer Ramsdell and by delegations from Newburgh and New Platz. Resolutions were adopted in favor of energetic measures for raising the necessary stock and bonding the towns along the line of the proposed railroad.

The work on the Dorchester and Delaware Railroad is progressing as rapidly as the weather will permit. A large force of workmen, numbering over a hundred, are now engaged near Federalsburg.

An engineering party has commenced a reconnaissance of the proposed line for a railroad from Cleveland to Zanesville, Ohio. The route has been found very favorable, generally, with low grades and slight curves.

**Washington, Alexandria and Georgetown Railroad.**

A meeting of the bond and stockholders in this road was held in this city on the 12th inst., at which nearly seven-eighths of both classes of securities were represented. After detailed statements of the present condition of the company had been presented, including the various transactions of the late Treasurer of the company, a committee of bondholders and another of stockholders was appointed to draft a plan for the immediate re-organization of the company based upon a general compromise recognizing the securities of all classes, in order that the road may be taken out of the hands of the receiver and placed upon the footing to which its financial value and geographical importance entitles it. The meeting then adjourned, subject to a call from the Secretary as soon as the committees are prepared to report.

**Extension of the St. Paul Railway.**

The propositions of the Directors of the Milwaukee and St. Paul Railway having been fully accepted and complied with by the people of Winneconne, and the right of way, river crossing and depot grounds secured accordingly. The Appleton Crescent says the road will at once be extended from Omro to Winneconne, which point the cars will reach by the first of May, immediately after which Appleton may look for the commencement of work from that direction.

**Michigan Grand Trunk Railway.**

A meeting of the stockholders of this company was recently held at Jackson, Mich. The amount of subscriptions represented in the Convention was \$395,000. The report of the Treasurer shows that he has received \$17,919 74, and has paid out \$9,805 92. Resolutions were offered favoring the immediate construction of the road between Niles and Union City.

**Hudson River West Shore Railroad.**

An important route of travel is proposed to be opened along the West bank of the Hudson River, by the Hudson River West Shore Railroad. The road will run from Hoboken to Athens, connecting at that place with a road to tap the New York Central at Schenectady. This will make the route twenty-six miles shorter than by the way of Albany. It is also intended to make connections with the proposed Midland road at Newburgh. By this connection the route to Chicago will be eighty-five miles less than by the New York Central.

The Western R.R. Gazette says that a contract has been closed with Gen. Burnside to build the Cairo and Vincennes Railroad, and Fox, Howard & Co., having finished their contract of filling the streets of Cairo, will probably take a section of the proposed road.

The Alton Telegraph says that the project of building a railroad thence to St. Charles, Missouri, has been revived under encouraging auspices; \$1,000 per mile has been subscribed, and five per cent. of that amount paid in.

The Rhode Island Locomotive Works, at Providence, R. I., have orders for 24 locomotives, 19 of them for the Union and Central Pacific Railroads. They will complete them in six months, about one a week.

The Bloomington, Ill., *Pentagraph* says the Chicago and Alton Railroad Company will, next Summer, build 15 miles of a double track in the neighborhood of Dwight, which is probably the beginning of a double track between Bloomington and Chicago.

### To Bridge Contractors.

ENGINEER'S OFFICE LOUISVILLE BRIDGE COMPANY, }  
Louisville, Ky., February 17, 1868.

PROPOSALS will be received by the undersigned until March 10th, 1868, for the construction of a portion of the superstructure of the OHIO RIVER BRIDGE AT LOUISVILLE, consisting of ten (10) spans of FINK'S IRON SUSPENSION TRUSS of the following lengths, from centre to centre of piers: four spans of 149.6 feet, two spans of 180 feet, two spans of 210 feet, and two spans of 227 feet.

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\$100,000 First Mortgage Bonds Cedar Falls and Minnesota Railroad Company; interest 7 per cent., payable May and November; secured by lease and contract with Illinois Central Railroad Company.

\$100,000 Dubuque and Sioux City Railroad Company preferred shares; interest 7 per cent., payable January and July; secured by lease of road and contract with Illinois Central Railroad Company.

\$50,000 Dubuque and Sioux City Railroad First Mortgage Bonds, Western Division; whole mortgage debt on 144 miles, \$996,000, less than \$7,000 per mile; interest payable January and July, and secured by lease and contract with Illinois Central Railroad Company.

\$50,000 Dubuque and Sioux City Sinking Fund, 7 per cent. bonds; secured by land and income; 7 per cent. interest, payable May and November; secured by lease and contract with Illinois Central Railroad Company.

\$50,000 Toledo, Logansport and Burlington Railroad Company's Bonds; interest 7 per cent. semi-annually, payable February and August; interest guaranteed by Columbus, Chicago and Indiana Central Railroad Company.

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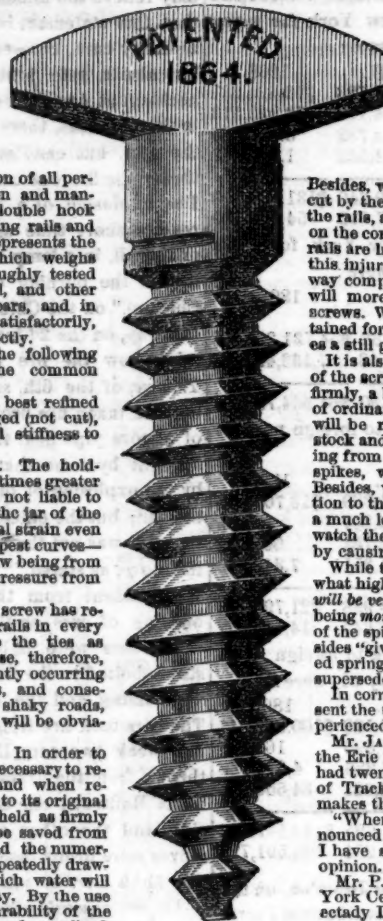
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HENRY YOUNG, President.

G. B. HUBBELL, Secretary.



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We respectfully call the attention of all persons engaged in the construction and management of railroads, to the double hook headed Screw Spike, for fastening rails and chairs to ties. The above cut represents the size and shape of the Screw, which weighs eight ounces. It has been thoroughly tested on the Erie, New York Central, and other Railways, from one to three years, and in every case it has stood the test satisfactorily, having performed its work perfectly.

The Screw Spike possesses the following important advantages over the common spike:

*First*.—They are made of the best refined iron, and the thread, being forged (not cut), imparts additional strength and stiffness to them.

*Second*.—INCREASED SECURITY. The holding power of the screw is many times greater than that of the spike, and it is not liable to break nor become loosened by the jar of the cars, nor by the upward or lateral strain even on the steepest grades and sharpest curves—the holding capacity of each screw being from four to five tons, and the side pressure from three to four tons.

In three years' experience no screw has removed from its place, and the rails in every case have been held as firmly to the ties as when first put down. By its use, therefore, the numerous accidents constantly occurring from loose and broken spikes, and consequent loose and broken rails, shaky roads, and the spreading of the rails, will be obviated.

*Third*.—GREATER ECONOMY. In order to remove the rail it will only be necessary to reverse the screw one-quarter; and when replacing it, turn the screw back to its original position, when the rail will be held as firmly as before. The ties will thus be saved from the injury of splits, checks, and the numerous holes made in them by repeatedly drawing and replacing spikes, in which water will collect, causing their rapid decay. By the use of the screws, therefore, the durability of the ties will be greatly increased and equalized.

"I put down your Screw Spikes sixteen months ago, on a section of our road where our heaviest work is done, viz., a steep grade on the main track, three miles from Albany, one-quarter of a mile above West Albany, and they are there to-day, firm and as secure as when first put down, while the adjacent track, fastened with common spikes, has been respiked several times during that time."

Mr. E. T. MARBLE, Track Master on the Albany and Saratoga Railroad, says:

"On examining the Screw Spikes put down by me September 16th, 1863, I find they have not started either upward or sideways, that they still hold the rail to the ties as securely as when first put down; while great numbers of common spikes are loose and out of place. And on examination I find the threads are bright and clean."

Mr. E. H. DE VERONE, Track Master on the Shore Line Railroad, writes:—

"Having examined and tested your Screw Spikes on our road, I feel satisfied that they are more durable, safer and more reliable than common spikes. By their use our Railroads would be perfectly safe so far as the track is concerned. Although it requires somewhat more time to drive them than it does the common spike, yet it is more than counterbalanced by their greater durability and safety, and saving of time in relaying rails. With practice and the use of proper tools, even that objection can be overcome."

Mr. A. F. SNYDER, Track Master, Albany, January, 1867, writes as follows:

"This is to certify that the screw Spikes put down on the bridge over the Hudson River at Albany, N. Y., by the U. S. R. R. Screw Spike Co., February, 1866, have done their work perfectly—holding the rails securely and firmly to the ties—not having started in the least, while the ordinary spikes, which were put down on the bridge at the same time, have, many of them, started up, and are quite loose and useless."

Mr. J. W. POTTER, Superintendent of the Cincinnati, Dayton, and Eastern Rail Road, says, January 9th, 1867:—

"The Screw Spikes manufactured by your Company have thus far given entire satisfaction, more than equaling our expectations. We have had them tested at our crossings for the past six months, and find them solid in the tie as the day they were put in. I consider them invaluable for crossings and bridges."

Besides, when the rails are loose the ties are cut by the repeated blows made on them by the rails, and are thereby materially damaged; on the contrary, where the screw is used, the rails are held so firmly in their place, that this injury is prevented. The saving to railway companies in ties alone, it is estimated will more than pay the whole cost of the screws. Where none but soft wood can be obtained for ties, the screw manifestly possesses a still greater advantage over the spike.

It is also calculated, that in consequence of the screws holding the rails to the ties so firmly, a less number will be required than of ordinary spikes, also a very great saving will be realized in the wear of the rolling stock and rails. The considerable loss arising from loose, bent, broken and missing spikes, will be almost entirely prevented. Besides, where the screw is in use, in addition to the saving of time in relaying rails, a much less number of men are required to watch the track and keep it in repair, thereby causing a great saving.

While the first cost of the screw is somewhat higher than the spike, in the end they will be very much cheaper. The screw therefore being more economical, and by its use in place of the spike, making the roads more secure, besides "giving to the track an easy and connected spring so much desired," it must entirely supersede the common spike.

In corroboration of the foregoing, we present the testimony of several of the most experienced Track Masters in this country.

Mr. JAMES R. HILLIARD, Track Master on the Erie Railway, (Union Division), who has had twenty-four years' experience as Master of Track-Repairs, after testing the screws makes the following report:

"When I first saw your Screw Spike I pronounced it just the article wanted, and since I have seen it in use I still hold the same opinion."

Mr. P. Featherly, Track Master on the New York Central Railroad, (Albany and Schenectady Division), says, January 9th, 1866:—

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AS A MATTER OF ECONOMY ALONE this invention needs only to be tried to insure its adoption; but beyond the economy **THE PERFECT IMMUNITY FROM ACCIDENT** caused by misplaced switches is a subject not only of importance in respect to property saved from destruction, but it concerns **The Life and Limb of all Travelers upon Railroads.**

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cavation and Embankments for all Bases, and for every  
variety of Ground and Side Slopes.—By M. E. LYONS, C. E.

SHEET No.			SHEET No.		
1. General Table for all Bases	13. for Base 18 ft. Slope	1 1/2 to 1	14. " "	20 " "	1 1/2 to 1
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3. For Side Hill Cuts and Fills	15. " "	21 " "	16. " "	22 " "	1 1/2 to 1
4. Base 18 ft. Slopes	16. " "	22 " "	17. " "	23 " "	1 1/2 to 1
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